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Compilation of Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 64-WA-84]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE AND REPORTING POINTS [NEW]

PART 73—SPECIAL USE AIRSPACE [NEW]

PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

Compilation of Regulations

The following compilations of Parts 71, 73 and 75 [New] of Federal Aviation Regulations are adopted for the purpose of combining all amendments to these parts which have been published by the Administrator of the Federal Aviation Agency in the FEDERAL REGISTER and which were effective prior to November 13, 1964. In addition, pending amendments are listed below the appropriate section and include the effective date and the FEDERAL REGISTER citation. This revision does not involve any substantive changes.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348)

Issued in Washington, D.C., on November 23, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

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TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION AGENCY

SUBCHAPTER E - AIRSPACE

PART 71

DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

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SUBPART A - GENERAL

§ 71.1 Applicability.

(a) The airspace assignments described in Subparts B and C are designated as Federal airways.

(b) The airspace assignments described in Subparts B through I are designated as control areas, the continental control area, control zones, transition areas, positive control areas, and reporting points, as described in the appropriate subpart.

§ 71.3 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

(1) Green Federal airways.

(2) Amber Federal airways.

(3) Red Federal airways.

(4) Blue Federal airways.

(b) VOR Federal airways.

§ 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the centerline. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and -

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at each navigational aid and extending until they intersect opposite the changeover point; or

(ii) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of 4.5° from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes that airspace extending upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Alaska and Hawaii have no upper limits; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(d) One or more alternate airways may be designated between specified navigational aids or intersections along each VOR Federal airway described in Subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15°.

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.7 Control areas.

Control areas consist of the airspace designated in Subparts B, C, and E, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal Airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

§ 71.9 Continental Control Area.

The continental control area consists of the airspace of the 48 contiguous states and the District of Columbia at and above 14,500 feet MSL, but does not include -

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted area military climb corridors and the restricted areas listed in Subpart D.

§ 71.11 Control Zones

The control zones listed in Subpart F consist of controlled airspace extending upward from the surface of the earth. A control zone may include one or more airports and is normally a circular area with a radius of five miles and any extensions necessary to include instrument approach and departure paths

§ 71.13 Transition Areas.

The transition areas listed in Subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified transition areas terminate at the base of the overlying controlled airspace

§ 71.15 Positive Control Areas

The positive control areas listed in Subpart H consist of controlled airspace within which there is positive control of aircraft

§ 71.17 Reporting Points

(a) The reporting points listed in Subpart I consist of geographic locations in relation to which the position of an aircraft must be reported in accordance with §91.125

(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names

§ 71.19 Bearings; Radials; Miles.

(a) All bearings and radials in this Part are true, and are applied from point of origin

(b) Except as otherwise specified and except that mileages for Federal airways are stated as nautical miles, all mileages in this Part are stated as statute miles

SUBPART B - COLORED FEDERAL AIRWAYS

§ 71.101 Designation.

The airspace assignments described in this subpart are designated as Colored Federal Airways.

§71.103 Green Federal Airways.

G-1 From the Sherbrooke, Quebec, Canada, RBN via the Millinocket, Maine RBN; the Forest City, New Brunswick, Canada, RBN; to the Fredericton, New Brunswick, Canada, RR, excluding the portions within Canada.

AMENDMENTS 7/2/64 29 F. R. 5785 (Changed)

G-7 From the Nome, Alaska, RR via the Moses Point, Alaska, RR; INT of the E course of the Moses Point RR and the N course of the Unalakleet, Alaska, RR; Galena, Alaska, RR; INT of the E course of the Galena RR and the W course of the Fairbanks, Alaska, RR; to the Fairbanks RR.

G-8 From the King Salmon, Alaska, RR via the INT of the NE course of the King Salmon RR and the W course of the Homer, Alaska, RR; INT of the W course of the Homer RR and the SW course of the Kenai, Alaska, RR; Kenai RR; INT of the NE course of the Kenai RR and a line bearing 266° from the Anchorage, Alaska, RR; Anchorage RR; INT of the NE course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Gulkana, Alaska, RR; INT of the NE course of the Gulkana RR and the SW course of the Northway, Alaska, RR; to the Northway RR.

AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed); 9/17/64 29 F.R. 9529 (Changed);

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From Eugene, Oreg., RR to the Portland, Oreg., RR. From Seattle, Wash., RR via the INT of the NW course of the Seattle RR and the S course of the Victoria, Canada, RR; Victoria RR; to the INT of the N course of the Victoria RR and the SE course of the Comox, Canada, RR. From the Sandspit, B. C., Canada, RR via the INT of the NW course of the Sandspit RR and SW course of the Annette Island, Alaska, RR; Sitka, Alaska, RR; Yakutat, Alaska, RR; INT of the NW course of the Yakutat RR and the SE course of the Hinchinbrook, Alaska, RR; Hinchinbrook RR; INT of the NW course of the Hinchinbrook RR and the SE course of the Anchorage, Alaska, RR; Anchorage RR; INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RR; McGrath, Alaska, RR; Unalakleet, Alaska, RR; to the Nome, Alaska, RR, but excluding the portion under the jurisdiction of Canada.

AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed); 8/20/64 29 F.R. 7595 (Changed); 9/17/64 29 F.R. 9529 (Changed):

PENDING AMENDMENT
In A-1 "INT of the NW course of the Hinchinbrook RR and the SE course of the Anchorage, Alaska, RR; Anchorage RR;" is deleted and "Whittier, Alaska, RBN; Anchorage, Alaska, R.R.;" is substituted therefor.
AMENDMENTS 1/7/65 29 F. R. 14620 (Changed)

A-2 From the Snag, Yukon Territory, Canada, RR via the Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Bettles, Alaska, RR, excluding the portion within Canada.

AMENDMENTS 6/12/64 29 F.R. 7923 (Changed); 7/23/64 29 F.R. 6531 (Changed); 9/17/64 29 F.R. 9529 (Changed):

A-10 From the Pennfield Ridge, New Brunswick, Canada, RBN to the Forest City, New Brunswick, Canada, RBN, excluding the portion within Canada.

AMENDMENTS 7/2/64 29 F.R. 5785 (Added)

A-15 From the Ethelda Bay, British Columbia, Canada, RBN via the Annette Island, Alaska, RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Pon Lake, Yukon Territory, Canada, RBN; Snag, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, RR; INT of the NW course of the Big Delta RR and the E course of the Fairbanks, Alaska, RR; to the Fairbanks RR., excluding the portion within Canada (joins Canadian high level airway No. 502).

AMENDMENTS 6/12/64 29 F.R. 7923 (Changed); 7/23/64 29 F.R. 6531 (Changed); 9/17/64 29 F.R. 9529)Changed):

RED FEDERAL AIRWAYS

§71.107 **Red Federal Airways.**

R-1 From the Sitka, Alaska, RR via the INT of the SE course of the Sitka RR and the SW course of the Petersburg, Alaska, RR; Cape Decision, Alaska, RBN; Guard Islands, Alaska, RBN; to the Annette Island, Alaska, RR.

R-25 From the Quebec, Canada, RR to the INT of the NW course of the Bangor, Maine, RR and a direct bearing from the Millinocket, Maine, RBN to the Sherbrooke, Canada, RBN, excluding the portion within Canada.

R-27 From the INT of the NW course of the Nenana, Alaska, RR and the W course of the Fairbanks, Alaska, RR via the Nenana RR; to the INT of the SE course of the Nenana RR and the SW course of the Fairbanks RR.

R-39 From the Bethel, Alaska, RBN via the Aniak, Alaska, RR; McGrath, Alaska, RR; Minchumina, Alaska, RR; Nenana, Alaska, RR; to the Fairbanks, Alaska, RR.

AMENDMENTS 4/2/64 29 F.R. 2593 (Changed); 9/17/64 29 F.R. 9529 (Changed);

R-40 From the Kodiak, Alaska, RR via the Shuyak, Alaska, RBN; Homer, Alaska, RR; to the Anchorage, Alaska, RR.

R-41 From the INT of the NW course of the Sitka (Biorka Island), Alaska, RR and the SW course of the Gustavus, Alaska, RR via the Gustavus RR; to the Sisters Island, Alaska, RBN.

R-50 From the INT of the E course of the Galena, Alaska, RR and the SW course of the Tanana, Alaska, RR via the Tanana RR; to the INT of the SE course of the Tanana RR and the W course of the Fairbanks, Alaska, RR.

R-64 From the INT of the SW course of the Annette Island, Alaska, RR and the United States-Canadian Border, to the Annette Island RR.

R-75 From the INT of the NW course of the Bellingham, Wash., RR and the W course of the Abbotsford, British Columbia, Canada, RR via the Abbotsford RR; to the INT of the E course of the Abbotsford RR and the NE course of the Bellingham RR, excluding the portion within Canada.

R-82 From the Skwentna, Alaska, RR to the INT of the SE course of the Skwentna RR and the NE course of the Anchorage, Alaska, RR.

R-92 From the Sault Ste. Marie, Mich., RBN to the Sudbury, Ontario, Canada, RR, excluding the portion within Canada.

R-99 From the INT of the NE course of the King Salmon, Alaska, RR and the SW course of the Iliamna, Alaska, RR via the Iliamna RR; to the INT of the SE course of the Iliamna RR and the W course of the Homer, Alaska, RR.

R-103 From the Anchorage, Alaska, RR via the INT of a line bearing 266° from the Anchorage RR and the NE course of the Kenai, Alaska, RR; Kenai RR; INT of the SE course of the Kenai RR and the SW course of the Anchorage RR; to the Middleton Island, Alaska, RBN.

BLUE FEDERAL AIRWAYS

§71.109 **Blue Federal Airways.**

B-2 From the Sitka, Alaska, RR to the Sisters Island, Alaska, RBN.

B-9 From the Duluth, Minn., RBN to the Lakehead, Ontario, Canada, RR, excluding the portion within Canada.

B-12 From the McGrath, Alaska, RR to the Galena, Alaska, RR.

B-19 From the Key West, Fla., RBN to the Perrine, Fla., RBN.

B-25 From the INT of the SW course of the Hinchinbrook, Alaska, RR and a direct line between the Whittier, Alaska, FM and the Middleton Island, Alaska, RBN via the Hinchinbrook RR; INT of the NE course of the Hinchinbrook RR and the S course of the Gulkana, Alaska, RR: Gulkana RR: to the Big Delta, Alaska, RR.

AMENDMENTS 7/23/64 29 F. R. 6531 (Changed)

PENDING AMENDMENT
In B-25 all before "via the Hinchinbrook R.R.;" is deleted and "From the INT of the SW course of Hinchinbrook, Alaska, R.R. and the 296° bearing from the Middleton Island, Alaska, RBN" is substituted therefor.
AMENDMENTS 1/7/65 29 F. R. 14620 (Changed)

B-26 From the Anchorage, Alaska, RR via the Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT of the N course of the Summit RR and the SW course of the Fairbanks, Alaska, RR; Fairbanks RR; to the Fort Yukon, Alaska, RBN.
AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed); 9/17/64 29 F.R. 9529 (Changed);

B-27 From the Kodiak, Alaska, RR via the INT of the W course of the Kodiak RR and the SE course of the King Salmon, Alaska, RR; King Salmon RR; Bethel, Alaska, RBN; Nome, Alaska, RR; to the Kotzebue, Alaska, airport.
4/2/64 29 F. R. 2593 (Changed)

B-32 From the Anchorage, Alaska, RR via the INT of the NW course of the Anchorage RR and the SE course of the Skwentna, Alaska, RR; Skwentna RR; to the Talkeetna, Alaska, RBN. The airspace within R-2201 shall be used only after obtaining prior approval from appropriate authority.

B-38 From the Five Finger, Alaska, USCG RBN via the Gustavus, Alaska, RR; Haines, Alaska, RBN; to the Whitehorse, Yukon Territory, Canada, RR, excluding the portion within Canada.

B-43 From the INT of the N course of the Summit, Alaska, RR and the SW course of the Fairbanks, Alaska, RR via the INT of the N course of the Summit RR and the SE course of the Nenana, Alaska, RR; Nenana RR; to the Fairbanks RR.

B-48 From the Key West, Fla., RBN via the Marathon, Fla., RBN; INT of the 77° bearing from the Marathon RBN and the 153° bearing from the Miami, Fla., RBN; to the Miami RBN.

B-63 From the Laconia, N. H., RBN via the North Conway, N. H., RBN to the Berlin, N. H., RBN.

B-65 From the Shuyak, Alaska, RBN via the INT of the W course of the Homer, Alaska, RR and the SW course of the Kenai, Alaska, RR to the Homer RR.

B-79 From the United States-Canadian border to the Annette Island, Alaska, RR via a direct bearing from the Sandspit, British Columbia, Canada, RR to the Annette Island RR; Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; to the United States-Canadian border via a direct bearing from Haines RBN to the Pon Lake, Yukon Territory, Canada, RBN.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

B-80 From the INT of the NW course of the Unalakleet, Alaska, RR and the S course of the Moses Point, Alaska, RR to the Moses Point RR.

SUBPART C - VOR FEDERAL AIRWAYS

§ 71.121 Designation

The airspace assignments described in this subpart are designated as VOR Federal airways. Unless otherwise specified, place names appearing in the descriptions indicate VOR or VORTAC navigational facilities identified by those names.

§71.123 Domestic VOR Federal Airways.

V-1 From Jacksonville, Fla., via Charleston, S. C.; Myrtle Beach, S C.; Wilmington, N. C.; Kinston, N. C., including a W alternate via INT of Wilmington 352° and Kinston 214° radials; Cofield, N. C.; Norfolk, Va.; Cape Charles, Va., INT of Cape Charles 015° and Salisbury, Md., 206° radials; Salisbury; Waterloo, Del.; INT of Waterloo 023° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Kennedy, N.Y., 159° radials; Kennedy; INT of Kennedy 359° and Carmel, N. Y., 205° radials; Carmel; to Poughkeepsie, N. Y. The airspace within R-4006, the airspace below 2,000 feet MSL outside the United States, and the airspace below 17,000 feet MSL and above 23,000 feet MSL between Jacksonville and Charleston is excluded. The airspace within R-5002 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 5/28/64 29 F. R. 4671 (Changed)

V-2 From Seattle, Wash., via Ellensburg, Wash., including an S alternate via INT of Seattle 124° and Ellensburg 274° radials; Ephrata, Wash., including an N alternate from Seattle to Ephrata via Wenatchee, Wash.; Spokane, Wash., including an S alternate via INT of Ephrata 096° and Spokane 221° radials; Mullan Pass, Idaho, including an N alternate via INT of Spokane 070° and Mullan Pass 291° radials, and also an S alternate via INT of Spokane 109° and Mullan Pass 260° radials; Missoula, Mont.; Drummond, Mont.; Helena, Mont.; INT of of Helena 119° and Livingston, Mont., 323° radials; Livingston; Billings, Mont., including an N alternate from Helena to Billings via INT of Helena 089° and Billings 301° radials, excluding the airspace between the main and this alternate airway; Miles City, Mont.; including an N alternate; Dickinson, N. Dak.; Bismarck, N. Dak., including an N alternate; Jamestown, N. Dak., including an N alternate; Fargo, N. Dak., including an N alternate; Alexandria, Minn., including an N alternate; Minneapolis, Minn.; Nodine, Minn., including an N alternate; Lone Rock, Wis.; INT of Lone Rock 106° and Milwaukee, Wis., 270° radials; Milwaukee; Muskegon, Mich., including an S alternate via INT of Milwaukee 102° and Muskegon 252° radials; Lansing, Mich., including an S alternate via INT of Muskegon 137° and Lansing 277° radials; to Salem, Mich., including an N alternate via the INT of Lansing 091° and Salem 308° radials; INT of Salem 079° and Aylmer, Ont., Canada, 265° radials; Aylmer; INT of Aylmer 087° and Buffalo, N. Y., 259° radials; Buffalo; Rochester, N. Y.; Syracuse, N. Y.; including an N alternate via INT of Rochester 064° and Syracuse 283° radials: Utica, N. Y.; INT of Albany 094° and Gardner, Mass.. 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 4/30/64 29 F.R. 2693 (Changed); 6/25/64 29 F.R. 5316 (Changed);
AMENDMENTS 7/23/64 29 F. R. 6530 (Changed)

PENDING AMENDMENT
In V-2 "INT of Salem 079° and Aylmer, Ont., Canada, 265° radials;" is deleted and "INT of Salem 083° and Aylmer, Ont., Canada 260° radials;" is substituted therefor. 11/19/64 29 F. R. 14621 (Changed)

V-3 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 205° radials; INT of Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; West Palm Beach, Fla., including an E alternate via INT of Biscayne Bay 021° and West Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT of West Palm Beach 358° and Vero Beach 143° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville, including an E alternate via INT of Daytona Beach 360° and Jacksonville 144° radials; Brunsw ck, Ga., including a W alternate via INT of Jacksonville 354° and Brunswick 238° radials; Savannah, Ga., including an E alternate from Jacksonville to Savannah via INT of Jacksonville 027° and Savannah 180° radials; Vance, S. C.; Florence, S. C.; Pinehurst, N. C.; Raleigh, N. C., including an E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; INT of Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Brooke, Va., 6 miles wide via INT of Brooke 014° and Westminster, Md., 195° radials; to Westminster; thence via INT of Westminster 065° and West Chester, Pa., 250° radials; West Chester; Solberg, N. J.; INT of the Huguenot, N. Y., 144° and Carmel, N. Y., 232° radials; Carmel; Hartford, Conn.; INT of Hartford 044° radial with Gardner, Mass., direct radial to Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; INT of Bangor 039° and Houlton, Maine, 203° radials; Houlton; to Presque Isle, Maine. The portion outside the United States has no upper limit.

AMENDMENTS 5/28/64 29 F.R. 4671 (Changed); 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 11707 (Changed):

V-4 From Neah Bay, Wash., RBN via Port Angeles, Wash.; INT of Port Angeles 090° and Seattle, Wash., 322° radials; Seattle; Yakima, Wash., including an S alternate from Seattle to Yakima via INT of Seattle 163° and Olympia, Wash., 084° radials, excluding the airspace between the main and this alternate airway; INT of Olympia 084° and Seattle 124° radials; Pendelton, Oreg.; Baker, Oreg.; Boise, Idaho, including an S alternate; INT of Boise 130° and Burley, Idaho, 290° radials; Burley; Malad City, Idaho; Rock Springs, Wyo., including an S alternate via Fort Bridger, Wyo.; Cherokee, Wyo., Laramie, Wyo.; Denver, Colo., including an N alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.; Goodland, Kans., Hill City, Kans.; Russell, Kans.; Salina, Kans.; Topeka, Kans., including an S alternate via INT of Salina 095° and Topeka 236° radials; Kansas City, Mo., including an N alternate and also an S alternate via INT of Topeka 099° and Kansas City 231° radials; Marshall, Mo.; Hallsville, Mo.; St. Louis, Mo., including an N alternate; Troy, Ill.; Centralia, Ill.; Evansville, Ind., including an S alternate; INT of Evansville 080° and Louisville, Ky., 269° radials; Louisville, including an N alternate from Evansville to Louisville; Lexington, Ky., including an N alternate via INT of Louisville 081° and Lexington 303° radials and also an S alternate via INT of Louisville 113° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including an S alternate via INT of Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; to Herndon, Va. The airspace within R-6705 is excluded.

AMENDMENTS 4/30/64 29 F.R. 3225 (Changed); 5/28/64 29 F.R. 4855 (Changed); AMENDMENTS 8/20/64 29 F.R. 8141 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-5 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including a W alternate; Macon, Ga.; McDonough, Ga., including an E alternate from Jacksonville to McDonough via INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin, and INT of Dublin 330° and McDonough 119° radials, Chattanooga, Tenn., including an E alternate from McDonough to Chattanooga via Rex, Ga., and INT of Rex 345° and Chattanooga 118° radials; Nashville, Tenn., including an E alternate via INT of Chattanooga 333° and Nashville 117° radials; Bowling Green, Ky.; New Hope, Ky., including an E alternate from Nashville to New Hope via INT of Nashville 029° and New Hope 202° radials; Louisville, Ky.; Cincinnati, Ohio; INT of Cincinnati 045° and Appleton, Ohio, 244° radials; Appleton; Mansfield, Ohio; Cleveland, Ohio; to London, Ont., Canada. The airspace within Canada is excluded.

PENDING AMENDMENT

In V-5 "Macon, Ga.; McDonough, Ga., including an E alternate from Jacksonville to McDonough via INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin, and INT of Dublin 330° and McDonough 119° radials;" is deleted and "Dublin, Ga., including an E alternate from Jacksonville to Dublin via the INT of Jacksonville 334° and Dublin 137° radials; INT of Dublin 315° and McDonough, Ga., 136° radials; McDonough including a W alternate via Macon, Ga., and INT of Macon 326° and McDonough 151° radials;" is substituted therefor.

AMENDMENTS 10/15/64 29 F.R. 11112 (Changed); Eff. date changed 11/12/64 29 F.R. 12362; Eff. date changed 2/4/65 29 F. R. 14918;

V-6 From INT of Oakland, Calif., 221° and Point Reyes, Calif., 161° radials via Oakland; INT of Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including an S alternate via INT of Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; Reno, Nev., including an N alternate from Sacramento to Reno via INT of Sacramento 038° and Reno 257° radials; Lovelock, Nev., including an S alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including an N alternate via INT of Lovelock 053° and Battle Mountain 264° radials; INT of Battle Mountain 062° and Wells, Nev., 256° radials; Wells; Lucin, Utah; Ogden, Utah; Fort Bridger, Wyo.; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo; INT of Medicine Bow, 106° and Sidney, Nebr., 293° radials; Sidney; North Platte, Nebr.; Grand Island, Nebr.; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; South Bend, Ind.; INT of South Bend 092° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio; Youngstown, Ohio; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; INT of Selinsgrove 083° and Ravine, Pa., 040° radials; Allentown, Pa.; Solberg, N. J.; INT of Solberg 094° and Kennedy, N. Y., 258° radials; to Kennedy. The airspace within R-4803 is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 4/30/64 29 F. R. 2693 (Changed); 4/30/64 29 F.R. 3356 (Changed) 9/17/64 29 F.R. 9529 (Changed):

V-7 From Miami, Fla., via Fort Meyers, Fla.; Lakeland, Fla.; Cross City, Fla.; INT of Cross City 311° and Tallahassee, Fla., 137° radials; Tallahassee; Dothan, Ala., including a W alternate from Cross City to Dothan via INT of Cross City 287° and Marianna, Fla., 141° radials and Marianna, excluding the airspace between the main and this alternate airway S of V-22N; INT of Dothan 333° and Montgomery, Ala., 130° radials; Montgomery; INT of Montgomery 308° and Birmingham, Ala., 180° radials; Birmingham; Muscle Shoals, Ala.; Graham, Tenn., including an E alternate from Birmingham to Graham via INT of Huntsville, Ala., 264° and Graham 158° radials; Nashville, Tenn.; Central City, Ky.; Evansville, Ind.; Lewis, Ind.; Terre Haute, Ind., including a W alternate via INT of Evansville 001° and Terre Haute 215° radials; Westpoint, Ind.; Lafayette, Ind.; Chicago Heights, Ill.; INT of Chicago Heights 358° and Milwaukee, Wis., 137° radials; Milwaukee, including an E alternate via INT of Chicago Heights 013° and Milwaukee 137° radials; Green Bay, Wis., 1,200 feet AG to Escanaba, Mich., via Menominee, Mich. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed); 9/17/64 29 F.R. 11707 (Changed);

V-8 From INT of Long Beach, Calif., 266° and Los Angeles, Calif., 236° radials via Long Beach; Ontario, Calif.; Hector, Calif.; Goffs, Calif.; INT of Goffs 033° Mormon Mesa, Nev., 196° radials; Mormon Mesa, including an N alternate from Long Beach, Calif., via Pomona, Calif., Daggett, Calif.; Las Vegas; to Mormon Mesa; Bryce Canyon, Utah, including a N alternate from INT Mormon Mesa 059° and Cedar City, Utah, 197° radials to Bryce Canyon, Utah, via Cedar City and INT Cedar City 004° and Bryce Canyon 292° radials (the airspace between the main and this alternate airway is excluded); Hanksville, Utah, including an S alternate; Grand Junction, Colo.; including an S alternate; to Kremmling, Colo. Denver, Colo.; Akron, Colo., including an S alternate via INT of Denver 101° and Akron 238° radials; Hayes Center, Nebr., including an N alternate via INT of Akron direct radial to North Platte, Nebr., with Hayes Center 276° radial and also an S alternate via INT of Akron 094° radial with Hayes Center direct radial to Thurman, Colo.; Grand Island, Nebr., including an N alternate via INT of Hayes Center 059° radial with Grand Island direct radial to North Platte and also an S alternate; Omaha, Nebr.; Des Moines, Iowa, including an S alternate; Iowa City, Iowa, including an S alternate via INT of Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; INT of Cordova 088° and Joliet, Ill., 316° radials; Joliet; Chicago Heights; Goshen, Ind.; Findlay, Ohio; Briggs, Ohio; INT of Briggs direct radial to Wheeling, W. Va., with Imperial, Pa., direct radial to Tiverton, Ohio; Allegheny, Pa.; Indian Head, Pa.; Martinsburg, W. Va.; INT of Herndon, Va. 048° and Washington, D. C., 324° radials; to Washington, including an N alternate from INT of Martinsburg 297° and Grantsville, Md. 086° radials, via Hagerstown, Md., to INT of Washington 324° and Herndon 048° radials. The portion outside the United States has no upper limit.

AMENDMENTS 4/2/64 29 F.R. 2337 (Changed); Amend. Alt. 29 F.R. 3001 (Changed); 8/20/64 29 F.R. 7766 (Changed); AMENDMENTS 8/20/64 29 F.R. 7922 (Changed); Eff. Date Changed 9/17/64 29 F.R. 9664; 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 10502 (Changed);

V-9 From New Orleans, La., via McComb, Miss., including an E alternate from New Orleans to McComb via Picayune, Miss.; Jackson, Miss., including an E alternate and also a W alternate via INT of McComb 348° and Jackson 199° radials; Greenwood, Miss., including an E alternate and also a W alternate; Memphis, Tenn., including an E alternate via INT of Greenwood 027° and Memphis 168° radials and also a W alternate; Malden, Mo., including a W alternate via INT of Memphis 345° and Malden 195° radials; Farmington, Mo.; St. Louis, Mo., including a W alternate; Capital, Ill., including a W alternate; Pontiac, Ill.; Joliet, Ill.; Naperville, Ill.; INT of Naperville 317° and Milwaukee, Wis., 198° radials; Milwaukee; Oshkosh, Wis.; to Green Bay, Wis.

AMENDMENTS 4/30/64 29 F.R. 3225 (Changed); 9/17/64 29 F.R. 10459 (Changed);

V-10 From Pueblo, Colo., via Lamar, Colo.; Garden City, Kans., Dodge City, Kans.; Hutchinson, Kans., including an N alternate and via INT of Dodge City 060° and Hutchinson 296° radials, excluding the airspace between the main and this alternate airway; Emporia, Kans.; Kansas City, Mo, including an N alternate from Emporia to Kansas City via Topeka, Kans.; Kirksville, Mo.; Burlington, Iowa; Bradford, Ill.; INT of Bradford 050° and Naperville, Ill., 254° radials; Naperville; South Bend, Ind., including an N alternate from Naperville to South Bend via INT of Naperville 075° and South Bend 290° radials; Litchfield, Mich.; INT of Litchfield 107° and Carleton, Mich., 247° radials; Carleton, INT of Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; to Youngstown.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed); 4/30/64 29 F.R. 3356 (Changed); 5/28/64 29 F.R. 3807 (Changed);

V-11 From Mobile, Ala., via Greene County, Miss.; Laurel, Miss.; to Jackson, Miss. From Memphis, Tenn., via Dyersburg, Tenn., including a W alternate via INT of Memphis 345° and Dyersburg 235° radial; Paducah, Ky., including an E alternate from Memphis to Paducah via INT of Memphis 066° and Holly Springs, Miss., 028° radials; INT of Holly Springs, 028° and Paducah 179° radials; INT of Paducah 039° and Evansville, Ind., 227° radials; Evansville; Scotland, Ind., including an E alternate via INT of Evansville 049° and Scotland 188° radials; Indianapolis, Ind., including an E alternate via INT of Scotland 047° and Indianapolis 185° radials, and also a W alternate via INT of Scotland 011° and Indianapolis 230° radials; Fort Wayne, Ind., including an E alternate via INT of Indianapolis 069° and Shelbyville, Ind., 006° radials, and INT of Shelbyville 006° radial with Indianapolis direct radial to Fort Wayne and also a W alternate via INT of Indianapolis 022° and Fort Wayne 233° radials; to Salem, Mich.

AMENDMENTS 8/20/64 29 F.R. 7817 (Changed)

V-12 From Santa Barbara, Calif., via INT of Santa Barbara 091° and Fillmore, Calif., 310° radials; Fillmore; Palmdale, Calif.; Hector, Calif., (6 miles wide Palmdale to 38 miles E Palmdale); Needles, Calif.; including an N alternate from Hector to Needles via Goffs, Calif.; Prescott, Ariz.; Winslow, Ariz; Zuni, N. Mex.; Grants, N. Mex.; including an S alternate via Zuni 108° and Grants 252° radials; Albuquerque, N. Mex.; Otto, N. Mex.; Anton Chico, N. Mex., including an S alternate from Albuquerque to Anton Chico via INT of Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex., Amarillo, Tex., including an N alternate and also an S alternate via INT of Texico, N. Mex., 021° and Amarillo 252° radials; Gage Okla., including an N alternate via Borger, Tex., and the INT of Borger 061° and Gage 249° radials; Anthony, Kans.; Wichita, Kans., including an N alternate from Gage to Wichita via INT of Gage direct radial to Hutchinson, Kans., with Anthony, direct radial to Dodge City, Kans., and also an S alternate from Anthony to Wichita via INT of Anthony 060° and Wichita 190° radials; Emporia, Kans., including an N alternate via INT of Wichita direct radial to INT of Hutchinson 062° and Topeka, Kans., 236° radials with Emporia direct radial to Hutchinson; INT of Topeka 099° radial with Emporia direct radial to Kansas City, Mo.; INT of Topeka 099° and Blue Springs, Mo., 268° radials; Blue Springs; Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo., including an S alternate; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including an N alternate from Dayton to Appleton via INT of Dayton 068° and Rosewood, Ohio, 083° radials; Newcomerstown, Ohio; Wheeling, W. Va.; Allegheny, Pa.; Johnstown, Pa.; Harrisburg, Pa., including an S alternate from Johnstown to Harrisburg via St. Thomas, Pa.; West Chester, Pa.; to INT of West Chester direct radial to Coyle, N. J., and Woodstown, N. J., 043° radial.

AMENDMENTS 4/2/64 29 F.R. 557 (Changed); 4/2/64 29 F.R. 2336 (Changed); 4/30/64 29 F.R. 3226 (Changed); 5/28/64 29 F.R. 3756 (Changed); 5/28/64 29 F.R. 4963 (Changed); 6/25/64 29 F.R. 5786 (Changed); 7/23/64 29 F.R. 6246 (Changed);
AMENDMENTS 8/20/64 29 F.R. 8260 (Changed); 8/20/64 29 F.R. 8261 (Changed); 9/17/64 29 F.R. 10502 (Changed);

V-13 From Houston, Tex., via Lufkin, Tex., including an E alternate via Daisetta, Tex., and also a W alternate via INT of Houston 353° and Lufkin 223° radials; Shreveport, La., including an E alternate ; Texarkana, Ark., including a W alternate via INT of Shreveport 275° and Texarkana 184° radials; Page, Okla.; Fort Smith, Ark., including a W alternate via INT of Page 007° and Fort Smith 223° radials; Fayetteville, Ark.; Neosho, Mo.; Butler, Mo.; Kansas City, Mo, including an E alternate via INT of Butler 013° and Kansas City 157° radials; Lamoni, Iowa; Des Moines, Iowa, including a W alternate; Mason City, Iowa, including an E alternate and also a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT of Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and this alternate airway; Duluth, Minn.; including an E alternate;to Lakehead, Ontario, Canada. The airspace that lies outside the United States and the airspace at and below 1,200 feet above the surface between Duluth and Lakehead is excluded. The airspace within R-2401 is excluded from the W alternate. The airspace of the main airway that lies within R-2401 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 4/2/64 29 F.R. 2487 (Changed); 4/30/64 29 F.R. 2999 (Changed); 7/23/64 29 F.R. 6529 (Changed); 7/23/64 29 F.R. 6530 (Changed);

V-14 From Roswell, N. Mex., via Lubbock, Tex.; Childress, Tex., including an S alternate via INT of Lubbock 086° and Childress 229° radials; Hobart, Okla.; Oklahoma City, Okla., including an S alternate via INT of Hobart, 076° and Oklahoma City, 202° radials; Tulsa, Okla., including an N alternate via INT of Oklahoma City 037° and Tulsa 261° radials, and also an S alternate via INT of Oklahoma City 107° and Tulsa 228° radials; Neosho, Mo., including an N alternate and also an S alternate via INT of Tulsa 088° and Neosho 223° radials; Springfield, Mo., including an S alternate via INT of Neosho 074° radial with Springfield direct radial to Fayetteville, Ark.; Vichy, Mo., including an N alternate; St. Louis, Mo., including an N alternate and also an S alternate via INT of Vichy 069° and St. Louis 219° radials; Vandalia, Ill., including an N alternate via INT of St. Louis 062° and Vandalia 273° radials; Terre Haute, Ind.; Indianapolis, Ind., including a S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 054° and Findlay, Ohio, 249° radials; Findlay; Attica, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa., including an N alternate from Cleveland to Erie, via INT of Cleveland 049° radial and Carleton, Mich., direct radial to Jefferson; Dunkirk, N. Y.; Buffalo, N. Y., including an N alternate from Erie to Buffalo via INT of Erie 043° and Buffalo 242° radials; Geneseo, N. Y.; Georgetown, N. Y.; INT of Georgetown 093° and Albany, N. Y., 270° radials; Albany; INT of Albany 094° and Gardner, Mass.; 284° radials; Gardner, excluding the airspace at and below 1,200 feet above the surface between INT of Albany 094° and Chester, Mass., 318° radials and INT of Gardner 284° and Keene, N. H., 231° radials; to INT of Gardner 132° and Boston, Mass., 223° radials. The airspace within R-5207 is excluded.

AMENDMENTS 4/30/64 29 F.R. 3225 (Changed); 7/23/64 29 F.R. 6246 (Changed);
AMENDMENTS 8/20/64 29 F.R. 7595 (Changed)

V-15 From Galveston, Tex., via Houston, Tex.; College Station, Tex., including a W alternate from Houston to College Station via INT of Houston 290° and College Station 152° radials; Waco, Tex., including a W alternate via INT of College Station 307° and Waco 173° radials; Dallas, Tex., including an E alternate and also a W alternate from Waco, to INT of Britton, Tex., 091° and Dallas 202° radials via INT of Waco 353° and Britton, Tex., 264° radials; Britton;
INT of Britton 091° and Dallas 202° radials; Ardmore, Okla., including a W alternate via INT of Dallas 324° and Ardmore 176° radials; Okmulgee, Okla., including an E alternate and also a W alternate via INT of Oklahoma City, Okla., 107° and Tulsa, Okla., 228° radials; INT of Tulsa 088° and Neosho, Mo., 223° radials; to Neosho. From Kansas City, Mo., via St. Joseph, Mo.; INT of St. Joseph 343° and Neola, Iowa, 157° radials Neola; INT of Neola 322° and Sioux City, Iowa, 160°
radials; Sioux City; INT of Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a W alternate via INT of Sioux Falls 288° and Huron 140° radials; Aberdeen, S. Dak., including a W alternate; Bismarck, N. Dak., including a W alternate; to Minot, N. Dak., including a W alternate via INT of Bismarck 333° and Minot 197° radials. The airspace within R-6310 is excluded.

AMENDMENTS 4/30/64 29 F.R. 2999 (Changed)

PENDING AMENDMENT

In V-15 "Bismarck, N. Dak., including a W alternate; to Minot, N. Dak., including a W alternate via INT of Bismarck 333° and Minot 197° radials." is deleted and "Bismarck, N. Dak.; to Minot, N. Dak." is substituted therefor. 1/7/65 29 F. R. 15074 (Changed).

V-16 From Los Angeles, Calif., via Ontario, Calif.; Palm Springs, Calif.; Blythe, Calif.;
Buckeye, Ariz., Phoenix, Ariz.; INT of Phoenix 161° radial with Casa Grande, Ariz., direct radial to San Simon, Ariz.; Tucson, Ariz.; Cochise, Ariz.; including an S alternate via INT of Tucson 121° and Cochise 257° radials; Columbus, N. Mex.; El Paso, Tex., including an N alternate; via the INT of Columbus 075° and El Paso 286° radials; Salt Flat, Tex.; Wink, Tex.; INT of Wink
066° and Big Spring, Tex., 260° radials; Big Spring, including an S alternate from Wink to Big Spring via Midland, Tex.; Abilene, Tex.; Mineral Wells, Tex.; INT of Mineral Wells 078° and
Dallas, Tex., 252° radials; Dallas, including an S alternate via INT of Mineral Wells 094° and Dallas 229° radials; Sulphur Springs, Tex.; Texarkana, Ark., including an N alternate
via INT of Sulphur Springs 060° and Texarkana 272° radials, and also
an S alternate via INT of Sulphur Springs 090° with Quitman, Tex., direct radial to Texarkana; Pine Bluff, Ark.; INT of Pine Bluff
067° and Memphis, Tenn., 241° radials; Memphis, including an N alternate via INT of Pine Bluff 052° and Memphis 276° radials and also an S alternate via INT of Pine Bluff 082° and Memphis 225° radials; Jacks Creek, Tenn.; Graham, Tenn., including an S alternate from Memphis to Graham via INT of Memphis 081° and Graham 238° radials; Nashville, Tenn., including an N alternate via INT of Jacks Creek, 044° and Nashville 284° radials; Crossville, Tenn., including an S alternate, and also an N alternate via INT of Nashville 081° and Crossville 301° radials; Knoxville, Tenn., including an S alternate via INT of Crossville 100° and Knoxville 247° radials; Holston Mountain, Tenn., including an S alternate via INT of Knoxville 090° and Holston Mountain 235° radials; Pulaski, Va., including an N alternate from Knoxville to Pulaski via INT of Knoxville 050° and Blackford, Va., 246° radials and Blackford; Roanoke, Va., INT of Montebello, Va., 180° and Gordonsville, Va., 247° radials; Gordonsville;
including an N alternate from Roanoke to Gordonsville via INT of Roanoke 035° radial with Montebello direct radial to Clifdale, Va., and Montebello; Nottingham, Md.; 6 miles wide to Kenton, Del.; thence via Millville, N. J.; Coyle, N. J.; INT of Coyle 057° and Riverhead, N. Y., 218° radials; Riverhead; Norwich, Conn.; to Boston, Mass. The airspace within Mexico is excluded.

AMENDMENTS 3/5/64 28 F.R. 14420 (Changed); 6/25/64 29 F.R. 5786 (Changed); 7/23/64 29 F.R. 6437 (Changed); 7/23/64 29 F.R. 6530 (Changed); 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 9893 (Changed);
AMENDMENTS 10/15/64 29 F.R. 11334 (Changed)

V-17 From Laredo, Tex., via Cotulla, Tex.; INT of Cotulla 041° and San Antonio, Tex., 183° radials; San Antonio; Austin, Tex., including a W alternate via INT of San Antonio 002° and Austin 237° radials and also an E alternate via INT of San Antonio 057° and Austin 198° radials; Waco, Tex., including an E alternate via INT of Austin 046° and Waco 173° radials; INT of Waco 315° and Mineral Wells, Tex., 197° radials; Mineral Wells; Bridgeport, Tex.; Duncan, Okla.; INT of Duncan 011° and Oklahoma City, Okla., 180° radials; Oklahoma City; Gage,
Okla., including a W alternate via INT of Oklahoma City 282° and Gage 133° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; to Goodland, Kans.

AMENDMENTS 4/30/64 29 F.R. 3356 (Changed)

V-18 From Dallas, Tex., via Quitman, Tex.; Shreveport, La., including an S alternate via INT of Quitman 109° and Shreveport 246° radials; Monroe, La., including an N alternate and also an S alternate via INT of Shreveport 117° and Monroe 268° radials; Jackson, Miss., including an N alternate and also an S alternate; Meridian, Miss., including an N alternate and also an S alternate via INT of Jackson direct radial to Laurel, Miss., and Meridian 262° radial; INT of Meridian 057° and Birmingham, Ala., ILS localizer SW course; INT of Birmingham ILS localizer SW course and Anniston, Ala., 265° radial; Anniston, including an N alternate from Meridian to Anniston via INT of Meridian 040° and Tuscaloosa, Ala., 239° radials, Tuscaloosa and Birmingham; INT of Anniston 099° and Atlanta, 267° radials, Atlanta, McDonough, Ga.; INT of McDonough 088° and Augusta, Ga., 263° radials; Augusta, including an N alternate from Anniston to Augusta via INT of Anniston 084° and Rex, Ga., 270° radials; Rex; INT of Rex 090° and Augusta 278° radials, excluding the airspace between the main and this alternate airway; INT of Augusta 157° and Allendale, S. C., 262° radials; Allendale; to Charleston, S.C.

AMENDMENTS 4/30/64 29 F.R. 3226 (Changed) 6/25/64 29 F.R. 5885 (Changed);

V-19 From Newman, Texas, via INT of Newman 287° and Truth or Consequences, N. Mex., 159° radials; Truth or Consequences; INT of Truth or Consequences 028° and Socorro, N. Mex., 189° radials; Socorro; Albuquerque, N. Mex., including a W alternate via INT of Socorro 343° and Albuquerque 199° radials, and an E alternate via INT of Socorro 015° and Albuquerque 160° radials; Santa Fe, N. Mex., including a W alternate via Albuquerque 026° and Santa Fe 253° radials; Las Vegas, N. Mex., Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT of Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an E alternate; INT of Kiowa 005° and Denver, Colo., 101° radials; Denver; Cheyenne, Wyo; Casper, Wyo., including an E alternate from Cheyenne to Casper via the intersection of Cheyenne 002°, Douglas, Wyo., 152° radials, and Douglas; Crazy Woman, Wyo.; Sheridan, Wyo., including an E alternate; Billings, Mont., including and E alternate; INT of Billings 347° and Lewistown, Mont., 104° radials; Lewistown; to Great Falls, Mont., including a W alternate via INT of Lewistown 274° and Great Falls 122° radials. The portion of this airway within R-5111 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 4/30/64 29 F.R. 3150 (Changed); 6/25/64 29 F.R. 5825 (Changed); 9/17/64 29 F.R. 9529 (Changed); AMENDMENTS 9/17/64 29 F.R. 9533 (Changed)

V-20 From Corpus Christi, Tex., via the INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios, including an N alternate via INT of Corpus Christi 039° and Palacios 241° radials; Houston, Tex., including an N alternate via INT of Palacios 016° and Houston 255° radials; Beaumont, Tex., including an N alternate via INT of Houston 045° and Beaumont 273° radials; Lake Charles, La., including an N alternate via INT of Beaumont 058° and Lake Charles 272° radials and also an S alternate from Houston to Lake Charles via INT of Houston 090° and Sabine Pass, Tex., 265° radials, and Sabine Pass; Lafayette, La., including an N alternate via INT of Lake Charles 064° and Lafayette 285° radials; New Orleans, La., including an S alternate via Tibby, La.; INT of New Orleans 070° and Gulfport, Miss., 247° radials; Gulfport; Mobile, Ala., including an N alternate from New Orleans to Mobile via Picayune, Miss., excluding the airspace between the main and this alternate airway; Evergreen, including an N alternate via INT of Mobile 034° and Green County, Miss., 068° radials and also an S alternate (S alternate 6 miles wide Mobile to Evergreen); Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga., including an N alternate from Montgomery to Atlanta via Montgomery 028° and Atlanta 248° radials; Rex, Ga.; Royston, Ga.; Spartanburg, S. C. including an N alternate from Atlanta to Spartanburg, via Norcross, Ga., and INT of Norcross 054° and Spartanburg 249° radials, excluding the airspace between the main and this alternate; Greensboro, N. C.; South Boston, Va.; Richmond, Va., including an N alternate via INT of South Boston 042° and Flat Rock, Va., 234° radials, and Flat Rock; to INT of Richmond 039° and Brooke, Va., 131° radials.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed); 8/20/64 29 F.R. 7817 (Changed); 9/17/64 29 F.R. 9529 (Changed); 11/12/64 29 F. R. 13164 (Changed);

V-21 From INT of Long Beach, Calif., 250° and Los Angeles, Calif., 207° radials via Long Beach; Ontario, Calif.; Hector, Calif.; Boulder, Nev.; including a W alternate from INT of Hector 228° and Daggett, Calif., 187° radials via Daggett to INT of Daggett 062° and Hector 047° radials; Mormon Mesa, Nev.; Milford, Utah, including a W alternate and also an E alternate from Morman Mesa via INT Morman Mesa 059° and Cedar City, Utah, 197° radials, and Cedar City; Delta, Utah, including a W alternate; Provo, Utah, including a W alternate via INT of Delta 004° and Provo 219° radials; Salt Lake City, Utah; Ogden, Utah; Malad City, Idaho; Pocatello, Idaho; Idaho Falls, Idaho; INT of Idaho Falls 030° and Dubois, Idaho, 155° radials; Dubois; Dillon, Mont.; Whitehall, Mont.; Helena, Mont.; INT of Helena, 352° and Great Falls, Mont., 222° radials; Great Falls; Cut Bank, Mont., including an E alternate and also a W alternate from Helena to Cut Bank direct; to United States-Canadian Border via Cut Bank 348° radial.

AMENDMENTS 8/20/64 29 F.R. 8140 (Changed); 9/17/64 29 F.R. 9529 (Changed);
PENDING AMENDMENT
In V-21 "Cut Bank, Mont. including an E alternate and also a W alternate from Helena to Cut Bank direct;" is deleted and "Cut Bank, Mont., including a W alternate from Helena to Cut Bank direct;" is substituted therefor. 1/7/65 29 F. R. 15074 (Changed);

V-22 From Houston, Tex., via INT of Houston 090° and Sabine Pass, Tex., 265° radials; Sabine Pass; White Lake, La.; Tibby, La.; Harvey, La.; INT Harvey 073° and Brookley, Ala., 240° radials; Brookley; Pensacola (Saufley Field), Fla.; Crestview, Fla.; Marianna, Fla.; INT Marianna 096° and Greenville, Fla., 295° radials; Grrenville, including an S alternate from Marianna to Greenville via INT of Marianna 141° and Tallahassee 272° radials, and Tallahassee; Taylor, Fla. (6 miles wide from Greenville to 18 nmi E of Greenville); to Jacksonville, Fla. The airspace within R-2915A and the airspace more than 3 miles S of the airway centerline from 25 miles W to 25 miles E of Harvey are excluded.

AMENDMENTS 3/5/64 28 F.R. 14420 (Changed); Date Changed (4/30/64) 29 F.R. 557; AMENDMENTS 7/23/64 29 F. R. 6437 (Changed); 7/23/64 29 F.R. 7017 (Changed) 9/17/64 29 F.R. 9529 (Changed);

V-23 From San Diego, Calif., via Oceanside, Calif.; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075° radials; 6 miles wide Long Beach; INT of Long Beach 287° and Los Angeles, Calif., 138° radials; thence Los Angeles; Gorman, Calif.; Bakersfield, Calif., including an E alternate from Los Angeles to Bakersfield via INT of Los Angeles 357° and Lake Hughes, Calif., 154° radials, Lake Hughes, and INT of Lake Hughes 344° and Bakersfield 137° radials; Fresno, Calif., including an E alternate from Bakersfield to Fresno via Porterville, Calif., and INT of Porterville 339° and Fresno 140° radials; INT of Fresno 322° and Linden, Calif., 140° radials; Linden (6 miles wide from 38 miles from Linden to Linden); Sacramento, Calif., including a W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; INT of Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; Fort Jones, Calif.; Medford, Oreg., including an E alternate via INT of Fort Jones 042° and Medford 157° radials, and also a W alternate via INT of Fort Jones 340° and Medford 235° radials, excluding the airspace between the main and this alternate; Eugene, Oreg., including a W alternate from Medford to Eugene via Roseburg, Oreg., and INT of Roseburg 003° and Eugene 187° raidals; Portland, Oreg., including an E alternate and also a W alternate from Eugene to Portland via INT of Eugene 346° and Newberg, Oreg., 204° radials, and Newberg; INT of Portland 353° and Seattle, Wash., 197° radials; Seattle; Paine Field, Wash.; Bellingham, Wash.; to United States-Canadian Border via Bellingham direct radial to Vancouver, British Columbia, Canada. The airspace below 2,000 feet MSL outside the United States, and the airspace within R-2528 is excluded. The airspace within R-5703 and R-6703 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 5/28/64 29 F.R. 4855 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-24 From Aberdeen, S. Dak., via Watertown, S. Dak., including an N alternate; Redwood Falls, Minn., including an N alternate via INT of Watertown 086° and Redwood Falls 305° radials; Rochester, Minn.; to Lone Rock, Wis., including an S alternate from Rochester to Lone Rock via Waukon, Iowa.

PENDING AMENDMENT

In V-24 "Redwood Falls, Minn., including an N alternate via INT of Watertown 086° and Redwood Falls 305° radials;" is deleted and "Redwood Falls, Minn.;" is substituted therefor.

AMENDMENTS 1/7/65 29 F. R. 15074 (Changed)

V-25 From San Diego, Calif., via Los Angeles, Calif., including an E alternate from INT Los Angeles 138° and Long Beach, Calif., 186° radials, to INT Long Beach 287° and Los Angeles 138° radials via Long Beach; INT Los Angeles 261° and Ventura, Calif., 145° radials; 6 miles wide via Ventura to INT Ventura 331° and Santa Barbara, Calif., 109° radials; thence Santa Barbara; Paso Robles Calif., including a W alternate from Santa Barbara to Paso Robles via Gaviota, Calif., and San Luis Obispo, Calif.; Salinas, Calif., including an E alternate from Paso Robles to Salinas via INT of Paso Robles 342° and Salinas 131° radials; INT of Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.; INT of San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Red Bluff, Calif.; INT of Red Bluff 015° and Klamath Falls, Oreg., 181° radials; Klamath Falls; Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an E alternate via INT of The Dalles 032° and Yakima 183° radials; INT of Yakima 304° and Ellensburg, Wash., 191° radials; Ellensburg; to Wenatchee, Wash. The airspace below 2,000 feet MSL outside the United States and the airspace more than 3 miles NE of the airway centerline between Long Beach and INT of Long Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2511, R-2520, R-6714 and W-289 is excluded. The airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2504, R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority. The portion outside the United States has no upper limit.

AMENDMENTS 2/6/64 28 F.R. 13742 (Changed); 7/23/64 29 F.R. 7418 (Changed); 8/20/64 29 F.R. 8261 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-26 From Myton, Utah, via Cherokee, Wyo.; Casper, Wyo.; Rapid City, S Dak.; Philip, S Dak.; Pierre, S. Dak.; Huron, S. Dak.; Redwood Falls, Minn., including an S alternate; Farmington, Minn.; Eau Claire, Wis.; Wausau, Wis., including an S alternate; Green Bay, Wis. including an S alternate via INT of Wausau 121° and Green Bay 269° radials; INT of Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich.; INT of Carleton, Mich., direct radial to Jefferson, Ohio, and Cleveland, Ohio, direct radial to Windsor, Ont., Canada; to Cleveland. The airspace within Canada is excluded.

AMENDMENTS 4/30/64 29 F R 3356 (Changed); 11/12/64 29 F R 13137 (Changed);
PENDING AMENDMENT
In V-26, "Wausau, Wis. including an S alternate; Green Bay, Wis., including an S alternate via INT of Wausau 121° and Green Bay 269° radials;" is deleted and "Wausau Wis.; Green Bay, Wis.;" is substituted therefor 1/7/65 29 F. R. 15074 (Changed)

V-27 From San Diego, Calif., via INT San Diego 319° and Santa Catalina, Calif., 099° radials, Santa Catalina; 6 miles wide via Ventura, Calif., to INT Ventura 331° and Fillmore, Calif 268° radials; thence INT Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT of San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur, INT of Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT of Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; North Bend, Oreg.; Newport, Oreg.; Astoria, Oreg.; Olympia, Wash., INT of Olympia 010° and Seattle, Wash., 247° radials; to Seattle, including a W. alternate from Astoria to INT of Olympia 010° and Seattle 247° radials via Hoquiam, Wash., excluding the airspace between the main and this alternate airway. The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2516, R-2520 and W-289, the airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL, is excluded. The airspace within R-2527, R-6711 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-28 From Oakland, Calif., via INT of Oakland 077° and Linden, Calif., 246° radials; Linden; INT of Linden 046° and Reno, Nev., 208° radials; to Reno.

V-29 From Snow Hill, Md., via Salisbury, Md.; INT of Salisbury 340° and Kenton, Del., 217° radials; Kenton, New Castle, Del.; West Chester, Pa.; Pottstown, Pa.; Allentown, Pa.; Wilkes-Barre, Pa.; Binghampton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT of Watertown 033° and Massena, N. Y., 241° radials; to Massena. The airspace within R-4006 is excluded.

V-30 From Milwaukee, Wis., via INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman, including an S alternate via INT of Milwaukee 121° and Pullman 282° radials; Litchfield, Mich.; Waterville, Ohio; Attica, Ohio; Akron, Ohio; INT of Akron 092° and Clarion, Pa., 265° radials; Clarion; Philipsburg, Pa.; Selinsgrove, Pa.; East Texas, Pa.; Colts Neck, N. J.; INT of Colts Neck 089° and Kennedy, N.Y., 195° radials; Kennedy, INT of Kennedy 083° and Hampton, N. Y., 223° radials; Hampton; INT of Hampton 059° and Norwich, Conn., 177° radials to Norwich. The airspace below 2,000 feet MSL outside the United States, and below 3,000 feet MSL south of a line extending from Lat. 40° 40' 00"N, Long. 72° 30' 00"W, to Lat. 40° 38' 20"N, Long. 72° 38' 35"W is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 9/17/64 29 F.R. 9529 (Changed).

V-31 From INT of Patuxent River, Md., 036° and Nottingham, Md., 128° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Elmira, N. Y., including a W alternate from Selinsgrove to Elmira via INT of Selinsgrove 342° and Elmira 187° radials; INT of Elmira 357° and Rochester, N. Y., 125° radials; to Rochester. The airspace within R-4007 is excluded.

V-32 From Battle Mountain, Nev., via Elko, Nev., Bonneville, Utah, including an N alternate from Elko to Bonneville via Wells, Nev., Salt Lake City, Utah, to Fort Bridger, Wyo.

AMENDMENTS 5/28/64 29 F.R. 3756 (Changed)

V-33 From INT of Franklin, Va., 087° and Norfolk, Va., 226° radials, via Harcum, Va.; INT of Harcum 003° and Nottingham, Md., 174° radials; to Nottingham. From Baltimore, Md., via Harrisburg, Pa.; Philipsburg, Pa.; Bradford, Pa.; to Buffalo, N. Y. The airspace within R-4007 is excluded.

V-34 From Rochester, N. Y., via Ithaca, N. Y.; Hancock, N. Y.; INT of Huguenot, N. Y., 046° and Carmel, N. Y., 295° radials; Carmel; to Riverhead, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from the appropriate authority. The airspace within R-5207 is excluded.

AMENDMENTS 5/28/64 29 F.R 4671 (Changed); 8/20/64 29 F.R. 7595 (Changed);

V-35 From Key West, Fla., via INT of Key West 078° and Miami, Fla., 153° radials; Miami; INT of Miami 269° and Fort Myers, Fla., 137° radials, including a W alternate from INT of Miami 153° radial and Miami International Airport Runway 9 left ILS localizer W course to INT of Miami 269° and Fort Myers 137° radials via INT of Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; Fort Myers; St. Petersburg, Fla., including a W alternate; Cross City, Fla., including an E alternate via Gainesville, Fla., and also a W alternate from St. Petersburg to Cross City via INT of St. Petersburg 316° and Cross City 185° radials; INT of Cross City 311° and Tallahassee, Fla., 137° radials; Tallahassee; Albany, Ga.; Macon, Ga., including a W alternate via INT of Albany 010° and Macon 228° radials; Athens, Ga.; Royston, Ga.; Asheville, N. C.; Holston Mountain, Tenn., including an E alternate via INT of Asheville 022° and Holston Mountain 146° radials and also a W alternate via INT of Asheville 300° and Holston Mountain 203° radials; Blackford, Va.; Charleston, W. Va.; INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira, N Y.; Watkins Glen, N. Y.; to Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/23/64 29 F R 6437 (Changed); 9/17/64 29 F.R 11707 (Changed);

V-36 From Toronto, Ontario, Canada, via INT of Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo, including an S alternate from Toronto to Buffalo via INT of Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this alternate airway; Elmira, N. Y.; Wilkes-Barre, Pa.; Sparta, N. J.; to Riverhead, N. Y. The airspace within Canada is excluded.

V-37 From Savannah, Ga., via Allendale, S.C., Columbia, S.C.; Fort Mill, S.C., including a W alternate via INT of Columbia 329° and Fort Mill 209° radials; Pulaski, Va., including a W alternate from Fort Mill to Pulaski via Hickory, N. C.; Elkins, W. Va.; Morgantown, W. Va.; Allegheny, Pa.; INT of Allegheny 325° and Ellwood City, Pa. 183° radials; Ellwood City; Erie, Pa.; to Toronto, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 7/23/64 29 F. R. 7237 (Changed); 9/17/64 29 F R. 10502 (Changed); 11/12/64 29 F.R. 13137 (Changed)

V-38 From Iowa City, Iowa, via Moline, Ill.; Joliet, Ill.; Peotone, Ill., 6 miles wide to Monterey, Ind.; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; to Elkins, W. Va.

AMENDMENTS 9/17/64 29 F.R 9529 (Changed):

V-39 From Pinehurst, N. C., via South Boston, Va.; Gordonsville, Va.; INT of Gordonsville 019° and Casanova, Va., 201° radials; Casanova; Herndon, Va., including an E alternate from Gordonsville to Herndon via INT of Herndon 202° and Brooke, Va., 300° radials; Westminster, Md.; Lancaster, Pa.; Allentown, Pa.; Tannersville, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; Concord, N. H.; Kennebunk, Maine; Augusta, Maine; INT of Augusta 025° and Millinocket, Maine, 228° radials; Millinocket; Presque Isle, Maine; to INT of Presque Isle 356° radial and the United States-Canadian border.

AMENDMENTS On Publ. 5/15/64 29 F. R. 6377 (Changed)

V-40 From Cleveland, Ohio, via Briggs, Ohio; to Imperial, Pa.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed); 11/12/64 29 F. R. 13137 (Changed);

V-41 From Imperial, Pa., via INT of Imperial 326° and Youngstown, Ohio, 177° radials; to Youngstown.

AMENDMENTS 9/17/64 29 F. R. 10502 (Changed); 11/12/64 29 F. R. 13137 (Rewritten);

V-42 From Flint, Mich., via Windsor, Ont., including an E alternate via INT of Flint 122° and Windsor 344° radials, excluding the airspace between the main and this alternate airway; Cleveland, Ohio, including an E alternate via INT Windsor 131° and Strongsville, Ohio, 342° radials, Strongsville, to INT Strongsville 162° and Akron, Ohio, 289° radials; to Akron. The airspace within Canada is excluded.

AMENDMENTS 11/12/64 29 F. R. 13137 (Changed)
PENDING AMENDMENT
V-42 From Flint, Mich., via INT of Flint 133° and Windsor, Ont., Canada, 320° radials; Windsor; including an E alternate via INT Flint 118° and Windsor 335° radials (7 miles wide (3 miles east and 4 miles west of the centerline) from the INT of Flint 118° and Windsor 335° radials to Windsor); Cleveland, Ohio; to Akron, Ohio, including an E alternate from Windsor to the INT of Strongsville, Ohio, 162° and Akron 289° radials via INT of Windsor 134° and Strongsville 342° radials, Strongsville. The airspace within Canada is excluded.
AMENDMENTS 11/19/64 29 F. R. 14621 (Rewritten)

V-43 From Appleton, Ohio, via Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio; to Erie, Pa.

V-44 From Centralia, Ill., via Samsville, Ill.; Nabb, Ind.; Falmouth, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; Baltimore, Md.; INT of Baltimore 097° radial and Nottingham, Md., direct radial to Kenton, Del.; Kenton; INT of Kenton 086° and Atlantic City, N. J., 238° radials; Atlantic City; Barnegat, N. J.; INT of Barnegat 043° and Riverhead, N. Y., 218° radials; to Riverhead. The airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Warren Grove, N. J., Restricted Area R-5002 shall be used only after obtaining prior approval from the appropriate authority.

V-45 From New Bern, N. C., via Kinston, N. C.; Raleigh, N. C.; Greensboro, N. C., including an E alternate via INT of Raleigh 305° and Greensboro 051° radials and also a W alternate via Liberty, N. C., and INT of Liberty 114° and Raleigh 240° radials; INT of Greensboro 334° and Hickory, N. C., 049° radials; Pulaski, Va., Bluefield, W. Va., to Charleston, W. Va. From Waterville, Ohio, via INT of Waterville 329° and Jackson, Mich., 137° radials; Jackson; Lansing, Mich.; to Saginaw, Mich.

V-46 From Kennedy, N. Y., via Deer Park, N. Y.; INT of Deer Park 095° and Hampton, N.Y., 223° radials (Beach INT), including an N alternate from Deer Park to Beach INT via Riverhead, N. Y.; Hampton; INT of Hampton 083° and Nantucket, Mass., 255° radials; to Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 9/17/64 29 F.R 9529 (Changed);

V-47 From Evansville, Ind., via INT of Evansville 065° and Nabb, Ind., 252° radials; Nabb; Cincinnati, Ohio; Rosewood, Ohio, including a W alternate from Cincinnati to INT of Dayton, Ohio, Dayton Airport ILS localizer SW course and Rosewood direct radial to Cincinnati via INT of Cincinnati 006° radial and Dayton Airport ILS localizer SW course; Findlay, Ohio; Waterville, Ohio; INT of Waterville 355° and Salem, Mich., 190° radials, to Salem.

AMENDMENTS 5/28/64 29 F.R. 3756 (Changed)

V-48 From Burlington, Iowa, via Peoria, Ill.; to Pontiac, Ill

V-49 From Bowling Green, Ky., via Mystic, Ky.; to Nabb, Ind.

V-50 From Pawnee City, Nebr., via St. Joseph, Mo.; Kirksville, Mo.; Quincy, Ill.; Capital, Ill.; Decatur, Ill.; Terre Haute, Ind.; Indianapolis, Ind.; INT of Indianapolis 084° and Dayton, Ohio, 261° radials; Dayton, including an N alternate from Indianapolis to Dayton via INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed)

V-51 From Key West, Fla., via INT of Miami, Fla., 221° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Miami; Pahokee, Fla.; INT of Pahokee 009° and Vero Beach, Fla., 193° radials; Vero Beach, including an E alternate from Biscayne Bay to Vero Beach via INT of Biscayne Bay 346° and Vero Beach 178° radials; Daytona Beach, Fla.; INT of Daytona Beach 344° and Jacksonville, Fla., 159° radials; Jacksonville; INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma, including an E alternate and a W alternate; Macon, Ga., including an E alternate from Alma to Macon via INT of Alma 335° and Dublin, Ga., 137° radials and Dublin; McDonough, Ga.; Rex, Ga.; Crossville, Tenn., including an E alternate from INT of Rex 345° and Atlanta, Ga., 007° radials to Crossville via INT of Atlanta 007° and Crossville 143° radials, and a W alternate from McDonough to Crossville via Chattanooga, Tenn.; Highway, Tenn.; Louisville, Ky., including an E alternate via INT of Highway 011° and Louisville 148° radials, and also a W alternate from Highway to Louisville via INT of Highway 333° and New Hope, Ky., 165° radials, and New Hope; Nabb, Ind.; Shelbyville, Ind.; INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette; to Chicago Heights, Ill. The airspace within W-173 is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 7/23/64 29 F.R 6437 (Changed); Amend. Alt 29 F.R 7818; 9/17/64 29 F.R 11707 (Changed);

PENDING AMENDMENT

In V-51 "Macon, Ga., including an E alternate from Alma to Macon via INT of Alma 335° and Dublin, Ga., 137° radials and Dublin; McDonough, Ga.;" is deleted and "Dublin, Ga.; INT of Dublin 315° and McDonough, Ga., 136° radials; McDonough, including a W alternate via Macon, Ga., and the INT of Macon 326° and McDonough 151° radials;" is substituted therefor.

AMENDMENTS 10/15/64 29 F.R. 11112 (Changed). Eff date changed 11/12/64 29 F.R 12362. Eff. date changed 2/4/65 29 F. R. 14918;

V-52 From Des Moines, Iowa, via Ottumwa, Iowa; Quincy, Ill., St. Louis, Mo., including an N alternate; Troy, Ill.; INT of Troy 099° and Evansville, Ind., 309° radials; to Evansville.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed)

V-53 From Charleston, S. C., via INT of Charleston 300° and Columbia, S. C., 151° radials; Columbia; Spartanburg, S. C.; Asheville, N. C.; Holston Mountain, Tenn.; Whitesburg, Ky.; Lexington, Ky.; Louisville, Ky.; INT of Louisville 333° and Indianapolis, Ind., 170° radials; Indianapolis; Westpoint, Ind.; INT of Westpoint 326° and Peotone, Ill., 153° radials; Peotone; to INT of Peotone 003° and Chicago-O'Hare, Ill., 153° radials; to Chicago-O'Hare.

V-54 From Quitman, Texas, via Texarkana, Ark.; INT of Texarkana 052° and Little Rock, Ark., 235° radials; Little Rock, including an N alternate via INT of Texarkana 033° and Little Rock 255° radials; INT of Little Rock 077° and Memphis, Tenn., 261° radials; Memphis, including an N alternate via INT of Little Rock 062° and Memphis 276° radials; Muscle Shoals, Ala., including an N alternate via INT of Memphis 081° and Muscle Shoals 297° radials, and also an S alternate from Memphis to Muscle Shoals via INT of Memphis 168° and Holly Springs, Miss., 281° radials; Holly Springs; INT of Holly Springs 099° and Muscle Shoals 255° radials; Huntsville, Ala.; Chattanooga, Tenn., including an N alternate via INT of Muscle Shoals 067° and Chattanooga 282° radials; Spartanburg, S. C.; Fort Mill, S. C.; INT of Fort Mill 069° and Pinehurst, N. C., 281° radials; to Pinehurst.

V-55 From Dayton, Ohio, via Fort Wayne, Ind., including an E alternate via INT of Dayton 343° and Fort Wayne direct radial to Rosewood, Ohio; Goshen, Ind., including a W alternate via INT Fort Wayne 281° and Goshen 168° radials, excluding the airspace between the main and this W alternate airway; South Bend, Ind.; Keeler, Mich.; Pullman, Mich.; Muskegon, Mich.; INT of Muskegon 327° and Green Bay, Wis., 116° radials; Green Bay; Stevens Point, Wis.; INT of Stevens Point 281° and Eau Claire, Wis., 107° radials; Eau Claire; Grantsburg, Wis.; to Brainerd, Minn.

V-56 From Montgomery, Ala., via INT of Montgomery 049° and Columbus, Ga., 270° radials; Columbus; Macon, Ga.; Augusta, Ga.; Columbia, S. C., including an N alternate via INT of Augusta 054° and Columbia 266° radials, and also an S alternate via INT of Augusta 085° and Columbia 193° radials; INT of Columbia 079° and Florence, S. C., 243° radials; to Florence.

V-57 From Birmingham, Ala., via Muscle Shoals, Ala.; Graham, Tenn.; to Bowling Green, Ky. From Lexington, Ky., via Falmouth, Ky.; to INT of Richmond, Ind., 142° and Cincinnati, Ohio, 022° radials.

V-58 From Carrolltown, Pa., via Tyrone, Pa.; Philipsburg, Pa.; Williamsport, Pa.; INT of Williamsport 079° and Thornhurst, Pa., 293° radials; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Hartford, Conn.; to INT of Hartford 130° and Providence, R. I., 212° radials.

AMENDMENTS 11/12/64 29 F.R. 13137 (Changed);

V-59 From Pulaski, Va., via Beckley, W. Va.; Parkersburg, W. Va.; to Newcomerstown, Ohio.

V-60 From Albuquerque, N. Mex., via Otto, N. Mex., including an S alternate; to Las Vegas, N. Mex.

V-61 From Bridgeport, Tex., via INT of Bridgeport 315° and Wichita Falls, Tex., 139° radials; Wichita Falls; to Lawton, Okla.

V-62 From the INT of Albuquerque, N. Mex., 329° and Santa Fe, N. Mex., 268° radials via Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Plainview, Tex., Lubbock, Tex., including an S alternate from Texico direct to Lubbock; Abilene, Tex.; INT Abilene 096° and Britton, Tex., 264° radials; to Britton.

AMENDMENTS 6/25/64 29 F.R. 5786 (Changed); 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 11259 (Changed);

V-63 From Waco, Tex., via INT of Waco 037° and Dallas, Tex., 133° radials; to Sulphur Springs, Tex. From McAlester, Okla., via Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; to Burlington, Iowa. From the INT of Polo, Ill., 268° and Janesville, Wis., 239° radials via Janesville; to Milwaukee, Wis.

AMENDMENTS 7/23/64 29 F. R. 6436 (Changed)

V-64 From Los Angeles, Calif., via INT of Los Angeles 185° and Long Beach, Calif., 266° radials; Long Beach; Thermal, Calif.; to Blythe, Calif. The airspace more than 3 miles E of the airway centerline between Los Angeles and INT of Los Angeles 185° and Long Beach 266° radials is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-65 From INT of Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials via St. Joseph; to Lamoni, Iowa.

V-66 From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz.; INT of Yuma 087° and Gila Bend, Ariz., 262° radials; Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT of Douglas 063° and Columbus, N. Mex., 277° radials; Columbus; El Paso, Tex., including an N alternate via the INT of Columbus 075° and El Paso 286° radials; 6-mile wide airway INT of El Paso 112° and Hudspeth, Tex., 281° radials; Hudspeth; thence Pecos, Tex.; Midland, Hyman, Tex.; INT Hyman 085° and Abilene, Tex., 251° radials; Abilene; INT of Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport;
INT of Bridgeport 087° and Sulphur Springs, Tex., 275° radials; to Sulphur Springs. From Tuscaloosa, Ala., via Talladega, Ala.; INT of Talladega 092° and McDonough, Ga., 256° radials; McDonough; INT of McDonough 036° and Athens, Ga., 241° radials; Athens; INT of Athens 062° and Fort Mill, S. C., 242° radials; to Fort Mill.

AMENDMENTS 2/6/64 28 F.R. 11533 (Changed); 9/17/64 29 F.R. 8165 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-67 From Cedar Rapids, Iowa, via Waterloo, Iowa; Mason City, Iowa; to Rochester, Minn.. including a W alternate via INT of Mason City 023° and Rochester 243° radials.

V-68 From Albuquerque, N. Mex., via INT of Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including an N alternate from Albuquerque to Corona via INT of Albuquerque 103° and Corona 328° radials and also an S alternate from Albuquerque to Corona via INT of Albuquerque 160° and Corona 268° radials; Roswell, N. Mex., including an N alternate; Hobbs, N. Mex., including an S alternate; INT of Hobbs 120° and Midland, Tex., 312° radials; Midland, including an S alternate from Hobbs to Midland via INT of Hobbs 136° and Midland 283° radials; San Angelo, Tex., including an S alternate via INT of Midland 128° and San Angelo 278° radials; Junction, Tex., including an S alternate via INT of San Angelo 181° and Junction 310° radials; San Antonio, Tex.; INT of San Antonio, 167° and Corpus Christi, Tex., 296° radials; Corpus Christi; Harlingen, Tex.; to McAllen, Tex. The airspace within Mexico is excluded.

AMENDMENTS 10/15/64 29 F.R. 12260 (Changed); 11/12/64 29 F. R. 13164 (Changed)

V-69 From Shreveport, La., via INT of Shreveport 087° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate from Shreveport to El Dorado via INT of Shreveport 087° and El Dorado 233° radials; Pine Bluff, Ark.; INT of Little Rock, Ark., 062° and Memphis, Tenn., 276° radials; Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

V-70 From Corpus Christi, Tex., via INT of Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Galveston, Tex.; Sabine Pass, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including an N alternate via INT of Lafayette 012° and Baton Rouge 264° radials; Picayune, Miss.; Greene County, Miss.; Evergreen, Ala.; Eufaula, Ala.; Vienna, Ga.; to Allendale, S. C.

AMENDMENTS 4/30/64 29 F. R. 3000 (Changed); 8/20/64 29 F. R. 7817 (Changed)

V-71 From Baton Rouge, La., via Natchez, Miss.; to Monroe, La. From Flippen, Ark., via Springfield, Mo.; Butler, Mo.; to Kansas City, Mo.

AMENDMENTS 12/12/63 28 F. R. 11347 (Rewritten); Amend Alteration (Date Changed) 2/6/64 28 F. R. 12925
AMENDMENTS 4/2/64 29 F. R. 2487 (Changed)

V-72 From Fayetteville, Ark., via Dogwood, Mo.; Maples, Mo.; Richwoods, Mo.; to Troy. Ill. From Akron, Ohio, via Youngstown, Ohio;
Tidioute, Pa.; Bradford, Pa.; INT of Bradford 078° radial and Stonyfork, Pa., direct radial to Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; Rockdale, N. Y.; Albany, N. Y.; to INT of Albany 075° and Cambridge, N. Y., 094° radials.

AMENDMENTS 10/15/64 29 F.R. 11527 (Changed); 11/12/64 29 F. R. 13137 (Changed);

V-73 From Wichita, Kans., via Hutchinson, Kans.; INT of Hutchinson 025° and Salina, Kans., 184° radials; to Salina.

V-74 From Garden City, Kans., via Dodge City,
Kans.; Anthony, Kans.; Ponca City, Okla.; Tulsa, Okla.; Fort Smith, Ark., including an N alternate from Tulsa to Fort Smith via INT of Tulsa 088° and Neosho, Mo., 223° radials and also an S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; Little Rock, Ark., including an N alternate; to Pine Bluff, Ark., including a N alternate via INT of Little Rock 137° and Pine Bluff 006° radials.

AMENDMENTS 6/25/64 29 F.R. 5317 (Changed); 9/17/64 29 F.R. 9820 (Changed);

V-75 From Morgantown, W. Va., via INT of Morgantown 319° and Wheeling, W. Va., 149° radials; Wheeling; Briggs, Ohio; to Cleveland, Ohio.

AMENDMENTS 11/12/64 29 F.R. 13137 (Rewritten)

V-76 From Lubbock, Tex., via INT of Lubbock 188° and Big Spring, Tex., 286° radials; Big Spring, including an N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this alternate airway; Hyman, Tex.; San Angelo, Tex.; Llano, Tex.; Austin, Tex., including an N alternate from San Angelo to Austin via Lometa,
Tex., and including an S alternate via INT of Llano 129° and Austin 257° radials, excluding the airspace between the main and this N alternate airway; Houston, Tex., to Galveston, Tex The airspace within R-6310 is excluded.

V-77 From San Angelo, Tex., via Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT of Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT of Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT of Duncan 011° and Oklahoma City 180° radials;
Ponca City, Okla.. including an E alternate from Oklahoma City to Ponca City via INT of Oklahoma City 037° and Ponca City 186° radials; INT of Ponca City 327° and Wichita, Kans., 226° radials; Wichita; INT of Hutchinson, Kans., 062° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

V-78 From Huron, S. Dak., via Watertown, S. Dak., including an S alternate; Darwin, Minn.; Minneapolis, Minn.; to Eau Claire, Wis.

V-79 From Hobbs, N. Mex., via the INT of Hobbs 073° and Lubbock, Tex., 188° radials; to Lubbock.

AMENDMENTS 6/25/64 29 F.R 5317 (Rewritten); 10/15/64 29 F.R- 12260 (Changed);

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From Midland, Tex., via Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an E alternate; Dalhart, Tex., Tobe, Colo.,Pueblo, Colo.; Colorado Springs, Colo.; to Denver, Colo.

AMENDMENTS 4/30/64 29 F.R. 3226 (Changed); Amend. Alt. 29 F.R 4719; 5/28/64 29 F.R. 4963 (Changed); F. R. Correction 29 F.R. 5067;

V-82 From Grand Forks, N. Dak., via Bemidji, Minn., including an N alternate via INT of Grand Forks 066° and Bemidji 303° radials; Brainerd, Minn.; Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn., including an S alternate from Minneapolis to Rochester via INT of Minneapolis 188° and Rochester 319° radials; Nodine, Minn.; Dells, Wis.; INT of Dells 097° and Timmerman, Wis., 322° radials; thence 6-mile wide airway to Timmerman.

AMENDMENTS 9/17/64 29 F.R 9529 (Changed):

PENDING AMENDMENT
In V-82 "Rochester, Minn., including an S alternate from Minneapolis to Rochester via INT of Minneapolis 188° and Rochester 319° radials;" is deleted and "Rochester, Minn.;" is substituted therefor.
1/7 65 29 F. R. 15074 (Changed)

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; Corona, N. Mex., including an E alternate; Otto, N. Mex.; Santa Fe, N. Mex.; Taos, N. Mex.; Alamosa, Colo.; INT Alamosa 075° and Pueblo, Colo., 203°; Pueblo; Colorado Springs, Colo.; to Kiowa, Colo.

AMENDMENTS 7/23/64 29 F. R. 7018 (Changed)

V-84 From Bradford, Ill., via INT of Bradford 033° and Chicago, Ill., 269° radials; to Chicago. From Northbrook, Ill., via Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada: Buffalo, N. Y.; Geneseo, N. Y.; INT of Geneseo direct radial to Georgetown, N. Y., and Ithaca, N. Y., direct radial to Rochester, N. Y.; to Syracuse, N. Y. The airspace within Canada is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

V-85 From Medicine Bow, Wyo., via Casper, Wyo., including a W alternate via INT of Medicine Bow 336° and Casper 216° radials; to Riverton, Wyo.

V-86 From Butte, Mont., via Whitehall, Mont.; Bozeman, Mont.; INT of Bozeman 128° and Livingston, Mont., 261° radials; Livingston,; Billings, Mont.; Sheridan, Wyo.; to Rapid City, S. Dak.

AMENDMENTS 7/23/64 29 F.R 6530 (Changed); 8/20/64 29 F.R 7923 (Rewritten);

V-87 From San Francisco, Calif., via INT of Oakland, Calif., 330° radial and Sausalito, Calif., direct radial to Sacramento, Calif.; Napa, Calif.; INT of Napa 004° and Maxwell, Calif., 188° radials; Maxwell; to Red Bluff, Calif.

V-88 From Tulsa, Okla., via INT of Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo.; Richwoods, Mo.; to INT of Richwoods 086° and St. Louis, Mo., 170° radials.

V-89 From INT of Denver, Colo., 207° and Kiowa, Colo., 246° radials via Denver; Cheyenne, Wyo., including an E alternate via Gill, Colo.; and INT of Gill 003° and Cheyenne 131° radials; to Chadron, Nebr., including an E alternate via Scottsbluff, Nebr.

V-90 From Litchfield, Mich., via Windsor, Ont., Canada, INT of Windsor 082° and Dunkirk, N. Y., 268° radials; to Dunkirk, including an N alternate from INT of Windsor 082° and Dunkirk 268° radials to Dunkirk via Aylmer, Ont., Canada. The airspace within Canada is excluded.

PENDING AMENDMENT
V-90 From Litchfield, Mich., via INT of Litchfield 081° and Windsor, Ont., Canada, 265° radials; Windsor; INT of Windsor 083° and Dunkirk, N.Y., 266° radials; to Dunkirk, including an N alternate from INT of Windsor 083° and Dunkirk 266° radials to Dunkirk via Aylmer, Ont., Canada. The airspace within Canada is excluded.
AMENDMENTS 11/19/64 29 F. R. 14621 (Rewritten)

V-91 From Riverhead, N. Y., via Poughkeepsie, N. Y.; INT of Poughkeepsie 342° and Albany, N. Y., 181° radials; Albany; Glens Falls, N. Y.; INT of Glens Falls 032° and Burlington, Vt., 187° radials; Burlington; Plattsburgh, N. Y.; to St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-92 From Joliet, Ill., via Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; Attica, Ohio; Mansfield, Ohio, Briggs, Ohio; Wheeling, W. Va.; Grantsville, Md.; to Front Royal, Va.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-93 From Patuxent River, Md. via INT of Patuxent River 013° and Baltimore, Md., 122° radials; Baltimore; Lancaster, Pa; to Allentown, Pa. From Poughkeepsie, N. Y., via Chester, Mass.;
INT of Chester 040° and Keene, N. H., 231° radials; Keene; Concord, N.H.;.INT of Concord 041° and Augusta Maine, 239° radials; Augusta; Bangor, Maine;
Princeton, Maine; to United States-Canadian border via Princeton 057° radial. The airspace at and below 1,200 feet above the surface between Princeton and the United States-Canadian border is excluded. The airspace within R-4005, R-4006 and R-4007 is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-94 From Gila Bend, Ariz., via Casa Grande, Ariz., San Simon, Ariz.; Deming, N. Mex.; Newman, Tex., including an S alternate via INT of Deming 121° and Newman 271° radials; INT of
Newman 091° and Salt Flat, Tex., 312° radials; Salt Flat; Wink, Tex.; Midland, Tex.; Hyman, Tex.; Dyess, Tex.; INT Dyess 084° and Britton, Tex., 264° radials; Britton; Gregg County, Tex.; Barksdale AFB, La.; to Monroe, La. The airspace within R-5103A is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-95 From Gila Bend, Ariz., via INT of Gila Bend 096° and Phoenix Ariz., 204° radials Phoenix; Winslow, Ariz., including a W alternate via INT Phoenix 004° and Winslow 224° radials to Farmington, N. Mex. From Gunnison, Colo. to Kiowa.

AMENDMENTS 8/20/64 29 F.R. 7922 (Changed); Eff. Date Changed 9/17/64 29 F.R. 9064;
9/17/64 29 F.R. 9529 (Changed);

V-96 From INT of Indianapolis, Ind., 022° and Fort Wayne, Ind., 233° radials via Fort Wayne; to Waterville, Ohio.

V-97 From Miami, Fla., via La Belle, Fla.; St. Petersburg, Fla., Tallahassee, Fla., including E alternates from INT of Lakeland, Fla., 175° and La Belle 313° radials to INT of St. Petersburg 335° and Lakeland 307° radials via Lakeland, and from INT of St. Petersburg, Fla., 335° and Cross City, Fla., 201° radials to Tallahassee via Cross City and INT of Cross City 311° and Tallahassee 137° radials and also a W alternate from St. Petersburg to INT of St. Petersburg 335° and Cross City 201° radials via INT of St. Petersburg 316° and Cross City 201° radials; Albany, Ga.; Atlanta, Ga.; INT of Atlanta 007° and Knoxville, Tenn., 198° radials; Knoxville; London, Ky., including an E alternate via INT of Knoxville 013° and London 141° radials, ; Lexington, Ky., including a W alternate; Cincinnati, Ohio, including a W alternate via INT of Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT of London 004° and Lexington 107° radials, and Falmouth, Ky.; Shelbyville, Ind., INT of Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette, including a W alternate from Shelbyville to Lafayette via Indianapolis, Ind.; INT of Indianapolis 344° and Shelbyville 313° radials and INT of Shelbyville 313° and Lafayette 136° radials; to Chicago Heights, Ill. From INT of Northbrook, Ill., 273° and Naperville, Ill., 340° radials via INT of Naperville 340° and Janesville, Wis., 111° radials; Janesville; INT of Janesville 294° and Lone Rock, Wis., 147° radials; Lone Rock; Nodine, Minn.; to INT of Nodine direct radial to Minneapolis, Minn., and Minneapolis-St. Paul, Minn., International Airport ILS 121° localizer course. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 4/30/64 29 F.R. 2692 (Changed); 7/23/64 29 F.R 6246 (Changed; 7/23/64 29 F.R 6437 (Changed); 9/17/64 29 F.R. 11707 (Changed);

V-98 From Litchfield, Mich., via INT of Litchfield 096° and Carleton, Mich., 247° radials; Carleton; Windsor, Ontario, Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Massena, N. Y.; to St. Johns, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Newport, Oreg., via Newberg, Oreg.; INT of Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 247° radials to Seattle. The airspace within R-6711 shall be used only after obtaining prior approval from the appropriate authority.

V-100 From Medicine Bow, Wyo., via Chadron, Nebr.; O'Neil, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT of Northbrook 093° and Keeler, Mich., 271° radials; Keeler; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; to Salem.

V-101 From Ogden, Utah, to Burley, Idaho.

V-102 From Salt Flat, Tex., via Carlsbad, N. Mex.; Hobbs, N. Mex.; Lubbock, Tex.; Guthrie, Tex.; to Wichita Falls, Tex., including an S alternate via INT of Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., via Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; INT of Clarksburg 354° and Imperial, Pa., 193° radials; Imperial; Akron, Ohio to Windsor, Ontario, Canada. The portion within Canada is excluded.

AMENDMENTS 11/12/64 29 F.R. 13137 (Changed);

PENDING AMENDMENT
In V-103 "to Windsor, Ontario, Canada." is deleted and "INT of Akron 312° and Windsor, Ont., Canada, 134° radials; to Windsor." is substituted therefor. 11/19/64 29 F. R. 14621 (Changed)

V-104 From Ottawa, Ont., Canada, via INT of Ottawa 082° and Massena, N. Y., 346° radials; Massena; to Plattsburgh, N. Y. The portion within Canada is excluded.

V-105 From Tucson, Ariz., via INT of Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz., including an E alternate via INT of Phoenix 004° and Prescott 135° radials; Boulder, Nev., Las Vegas, Nev., including an E alternate from Prescott to Las Vegas via INT of Prescott 319° and Peach Springs, Ariz., 134° radials; Peach Springs, Ariz., and INT of Peach Springs 305° and Las Vegas 081° radials; INT of Las Vegas 266° and Beatty, Nev., 142° radials; Beatty; Coaldale, Nev.; to Reno, Nev.

AMENDMENTS 8/20/64 29 F.R. 8261 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-106 From Charleston, W. Va., via INT of Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa.; INT of Ravine, Pa., 279° radial and Philipsburg, Pa., direct radial to Harrisburg, Pa.; Selinsgrove, Pa.; Thornhurst, Pa.; Wilkes-Barre, Pa.; Poughkeepsie, N. Y.; Westfield, Mass.; Gardner, Mass.; INT of Gardner 051° and Concord, N. H., 146° radials; to Kennebunk, Maine.

AMENDMENTS On Publ. 5/15/64 29 F. R. 6377 (Changed)

V-107 From Los Angeles, Calif., via INT Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore, including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials and Ventura; Avenal, Calif.; Los Banos, Calif.; to Oakland, Calif. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The remaining airspace within R-2519 shall be used only after obtaining prior approval from the appropriate authority. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-108 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT of Sausalito 052° and Linden, Calif., 269° radials; to Linden. From Colorado Springs, Colo., via Hugo, Colo., including an S alternate via INT of Colorado Springs 153° and Hugo 250° radials; Goodland, Kans.; Goodland, Kans.; to Hill City, Kans.

AMENDMENTS 6/25/64 29 F.R. 5540 (Changed)

V-109 From Los Banos, Calif., via Stockton, Calif.; INT of Stockton 268° and Oakland, Calif., 077° radials; to Oakland. The airspace within R-2528 is excluded.

V-110 From Deming, N. Mex., to Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., via Salinas, Calif.; to INT of Salinas 026° radial with Los Banos, Calif., direct radial to Oakland, Calif.

V-112 From Astoria, Oreg., via Portland, Oreg. (6 miles wide from 15 nmi W of Portland to Portland); via The Dalles, Oreg., INT of the Dalles 096° and Pendleton, Oreg., 254° radials; Pendleton; to Spokane, Wash., including a W alternate from Pendleton to Spokane via Pasco, Wash., and INT of Pasco 035° and Spokane221° radials, excluding the airspace between the main and this W alternate.

AMENDMENTS 4/2/64 29 F.R. 2337 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif; Stockton, Calif.; Linden, Calif.; INT of Linden 046° and Reno, Nev., 208° radials; to Reno. The airspace within R-2528 is excluded.

V-114 From Amarillo, Tex., via Childress, Tex., including an S alternate; Wichita Falls, Tex., including an S alternate via INT of Childress 120° and Wichita Falls 262° radials; INT of Wichita Falls 122° and Dallas, Tex., 299° radials; Dallas; INT of Dallas 113° and Gregg County, Tex., 290° radials; Gregg County, including an N alternate from Dallas to Gregg County via Quitman, Tex., and also an S alternate from Dallas to Gregg County via INT of Dallas 130° and Gregg County 273° radials; INT of Shreveport, La., 176° and Alexandria, La., 300° radials; Alexandria, including an N alternate from Gregg County to Alexandria via Shreveport, and INT of Shreveport 176° and Alexandria 300° radials; Baton Rouge, La.; to New Orleans, La., including an N alternate from Alexandria to New Orleans via INT of Alexandria 109° and New Orleans 312° radials.

AMENDMENTS 6/25/64 29 F.R. 5457 (Changed); 6/25/64 29 F.R. 5786 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-115 From Crestview, Fla., via Montgomery, Ala.; INT of Montgomery 028° and Birmingham, Ala., 138° radials; Birmingham; Chattanooga, Tenn., including an E alternate via INT of Birmingham 097° and Gadsden, Ala., 233° radials, Gadsden and INT of Gadsden 042° and Chattanooga 214° radials; INT of Chattanooga 037° and Knoxville, Tenn., 247° radials; Knoxville; Whitesburg, Ky.; Charleston, W. Va.; Parkersburg, W. Va.; INT of Parkersburg 060° and Allegheny, Pa., 223° radials; to Allegheny. From Ellwood City, Pa., via Tidioute, Pa.; Jamestown, N.Y.; to Buffalo, N. Y.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 10502 (Changed);

V-116 From Kansas City, Mo., via Macon, Mo.; Quincy, Ill.; Peoria, Ill.; Joliet, Ill.; Naperville, Ill.; Keeler, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Sparta, N. J.; to INT of Sparta 112° and Carmel, N. Y., 232° radials. The airspace within Canada is excluded.

AMENDMENTS 5/28/64 29 F.R. 4671 (Changed)

PENDING AMENDMENT

In V-116 "Erie, Pa.," is deleted and "INT of Windsor 100° and Erie, Pa., 275° radials; Erie;" is substituted therefor.. 11/19/64 29 F. R. 14621 (Changed)

V-117 From Imperial, Calif., via INT of Imperial 350° and Thermal, Calif., 122° radials; Thermal; to Palm Springs, Calif. The airspace within R-2521 is excluded.

AMENDMENTS 9/17/64 29 F.R. 8165 (Changed); 10/15/64 29 F.R. 11234 (Changed);

V-118 From Medicine Bow, Wyo., via Laramie, Wyo.; to Cheyenne, Wyo.

V-119 From Newcombe, Ky., via Henderson, W. Va.; Parkersburg, W. Va.; Bellaire, Ohio; Wheeling, W. Va.; Imperial, Pa.; INT of Imperial 045° and Clarion, Pa., 214° radials; Clarion; Fitzgerald, Pa.; Bradford, Pa.; Wellsville, N. Y.; Geneseo, N. Y.; to Rochester, N. Y.

AMENDMENTS 7/23/64 29 F. R. 7238 (Changed)

V-120 From Mullan Pass, Idaho, via Great Falls, Mont.; Lewistown, Mont., including an N alternate via INT of Great Falls 074° and Lewistown 308° radials; Miles City, Mont.; Dupree, S. Dak.; Pierre, S. Dak.; Sioux Falls, S. Dak.; to Mason City, Iowa.

V-121 From Medford, Oreg., via INT of Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg., to Eugene, Oreg.

AMENDMENTS 4/2/64 29 F.R. 2337 (Changed);

V-122 From Crescent City, Calif., to Medford, Oreg. From INT of Medford, Oreg., 176° and Klamath Falls, Oreg., 268° radials via Klamath Falls; to Lakeview, Oreg.

V-123 From Washington, D. C., via Andrews, Md.; INT of Andrews 060° and Baltimore, Md., 097° radials; (6 miles wide from Andrews to 5 miles from Andrews); Woodstown, N. J.; INT of Pottstown, Pa., 104° and Robbinsville, N. J. 239° radials; Robbinsville; INT of Solberg, N. J., 110° and Kennedy, N. Y., 232° radials; La Guardia, N. Y.; INT of La Guardia 034° and Riverhead, N. Y., 289° radials; Carmel, N. Y.; INT of Carmel 031° and Poughkeepsie, N. Y., 099° radials; to Westfield, Mass.

AMENDMENTS 4/2/64 29 F. R. 1561 (changed); 4/2/64 29 F.R. 1843 (Changed); 5/28/64 29 F. R. 4671 (Changed) 9/17/64 29 F.R. 9529 (Changed);

V-124 From Terre Haute, Ind., via INT of Terre Haute 095° and Shelbyville, Ind., 253° radials; to Shelbyville.

V-125 From Anthony, Kans., to Hutchinson, Kans.

V-126 From Chicago Heights, Ill., via Goshen, Ind.; Waterville, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Wilkes-Barre, Pa.; Huguenot, N. Y.; to Riverhead, N. Y.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

V-128 From Chicago-O'Hare, Ill., via INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; INT of Peotone 153° and Westpoint, Ind., 326° radials; Westpoint; Indianapolis, Ind.; INT of Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky., including an N alternate and also an S alternate via INT of Cincinnati 120° and York direct radial to Falmouth, Ky.; to Charleston, W. Va.

V-129 From Polo, Ill., via Rewey, Wis.; Waukon, Iowa; Nodine, Minn.; to Eau Claire, Wis. From Duluth, Minn., via Hibbing, Minn., including an E alternate; to International Falls, Minn., including a W alternate.

PENDING AMENDMENT

In V-129 "to International Falls, Minn., including a W alternate." is deleted and "International Falls, Minn., including a W alternate; to Kenora, Ontario, Canada. The airspace within Canada is excluded." is substituted therefor.

AMENDMENTS 12/24/64 29 F.R. 14104 (Changed)

V-130 From Albany, N. Y., via Hartford, Conn.; Norwich, Conn.; to INT of Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; to Topeka, Kans.

V-132 From Cheyenne, Wyo., via Akron, Colo.; Goodland, Kans.; Hutchinson, Kans.; INT of Hutchinson 078° and Chanute, Kans., 294° radials; Chanute; INT of Chanute 100° and Springfield, Mo., 276° radials; to Springfield

AMENDMENTS 4/2/64 29 F. R. 2487 (Changed)

V-133 From Fort Mill, S. C., via Hickory, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; Sandusky, Ohio; INT of Waterville, Ohio, 058° and Salem, Mich., 140° radials; Salem; Flint, Mich.; Saginaw, Mich.; Traverse City, Mich.; Escanaba, Mich.; to Marquette, Mich. The airspace within R-5502 and within Canada is excluded.

AMENDMENTS 8/20/64 29 F. R. 7595 (Changed)

V134 From Evergreen, Ala., via INT of Evergreen 075° and Tuskegee, Ala., 220° radials; to Tuskegee

AMENDMENTS 6/25/64 29 F.R. 5457 (Rewritten)

V-135 From Yuma, Ariz., via Blythe, Calif.; Parker, Calif.; Needles, Calif.; Goffs, Calif., Las Vegas, INT of Las Vegas 266: and Beatty, Nev., 142° radials; Beatty; INT of Beatty direct radial to Coaldale, Nev., and Tonopah, Nev., 198° radials; to Tonopah. The airspace within R-4807 is excluded.

V-136 From Pulaski, Va., via INT of Pulaski 094° and South Boston, Va., 298° radials; South Boston; to Raleigh, N. C.

V-137 From Palm Sorings, Calif., via Palmdale, Calif.; Gorman, Calif,, Fellows, Calif , to San Luis Obispo, Calif.
From Oakland, Calif., via Point Reyes, Calif.; to INT of Point Reyes 306° and Ukiah, Calif., 172° radials
The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); 10/15/64 29 F.R 11334 (Changed);

V-138 From Medicine Bow, Wyo., via Cheyenne, Wyo., including an N alternate via INT of Medicine Bow 106° and Cheyenne 330° radials; to Sidney, Nebr. From Grand Island, Nebr., via INT of
Grand Island 099° and Raymond, Nebr., 267° radials; Raymond; INT of Raymond 040° and Neola, Iowa, 251° radials; Neola; to Fort Dodge, Iowa.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R 9533 (Changed);

V-139 From Cape Charles, Va., via Snow Hill, Md.; Sea Isle, N. J.; INT of Sea Isle 049° and Hampton, N. Y., 223° radials; Hampton; INT of Hampton 059° and Providence, R. I. 212° radials; Providence, thence 6 miles wide to Whitman, Mass.; thence via INT of Whitman
041° and Manchester, N.H. 130° radials; INT of Manchester 130° and Boston, Mass., 014° radials; to INT of Manchester 117° and Boston 014° radials. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded. The portion outside the United States has no upper limit.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 7/23/64 29 F.R. 7018 (Changed); 9/17/64 29 F.R 9529 (Changed).

PENDING AMENDMENT

V-139 is amended by deleting "Providence, thence 6 miles wide to Whitman, Mass;" and substituting 'Providence, thence 6 miles wide to Whitman, Mass., including an E alternate;" therefor. 1/7/65 29 F. R. 15199 (Changed)

V-140 From Amarillo, Tex., via Sayre, Okla., including an N alternate via the INT of Amarillo 072° and Sayre 288° radials; Kingfisher, Okla.; INT of Kingfisher
072° and Tulsa, Okla., 261° radials; Tulsa; Fayetteville, Ark., including an N alternate via INT of Tulsa 059° and Fayetteville 284° radials; Flippin, Ark.; Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., including an S alternate from Dyersburg to Nashville via INT of Dyersburg 115° and Graham, Tenn., 270° radials, Graham; Highway, Tenn., including an S alternate; London, Ky., including an N alternate from Nashville to London via INT of Nashville 044° and London 258° radials; Whitesburg, Ky.; Bluefield, W. Va.; Clifdale, Va.; Montebello, Va.; Casanova, Va.; INT of Herndon, Va., 185° and Linden, Va., 104° radials; Washington, D. C.; Andrews, Md.; INT of Andrews 060° and Baltimore, Md., 097° (6 miles wide from Andrews to 5 miles from Andrews); INT of Woodstown, N. J., 232° and Millville, N. J., 255° radials; Millville; Coyle, N.J., INT of Coyle 031° and Colts Neck, N. J., 179° radials; Colts
Neck; to INT of Colts Neck 335° and Solberg, N. J., 110° radials.

AMENDMENTS 4/2/64 29 F.R. 1843 (Changed); 4/30/64 29 F.R. 3226 (Changed); Amend. Alt. 29 F.R. 4719;
AMENDMENTS 7/23/64 29 F.R 6437 (Changed); 9/17/64 29 F.R. 2529 (Changed);

V-141 From Nantucket, Mass., via Hyannis, Mass.; INT of Hyannis 332° and Boston, Mass., 133° radials; Boston; INT of Boston 014° and Manchester, N. H., 117° radials; Manchester; Concord, N. H.; Lebanon, N. H., including an E alternate via INT of Concord 011° and Kennebunk, Maine, 281° radials; Burlington, Vt.; to Massena, N. Y. The airspace within R-4103 shall be used only after obtaining prior approval from appropriate authority.

V-142 From Buffalo, N. Y., via INT of Buffalo 034° and Rochester, N. Y., 289° radials; to Rochester.

V-143 From Fort Mill, S. C., via Greensboro, N. C., including a W alternate via INT of Fort Mill 005° and Greensboro 238° radials; Lynchburg, Va.; Montebello, Va.; INT of Montebello 031° and Casanova, Va., 267° radials; Casanova; INT of Herndon, Va., 185° and Linden, Va., 104° radials; to Nottingham, Md.

V-144 From Chicago, Ill., via INT of Chicago 153° and Peotone, Ill., 003° radials; Peotone, 6 miles wide to Monterey, Ind.; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; to INT of Linden 104° and Herndon, Va., 185° radials.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

V-145 From Utica, N. Y., via INT of Utica 303° and Watertown, N. Y., 171° radials; Watertown; to United States-Canadian Border via Watertown 360° radial.

V-146 From Wilkes-Barre, Pa., via Huguenot, N. Y.; INT of Carmel, N. Y., 295° and Poughkeepsie, N. Y., 236° radials; Poughkeepsie; Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; to Nantucket, Mass. The airspace at and below 1,200 feet above the surface between Providence and Nantucket is excluded. The airspace within R-4104 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 5/28/64 29 F.R. 4671 (Changed)

V-147 From Philadelphia, Pa., International Airport ILS localizer via Pottstown, Pa.; Allentown, Pa., including an E alternate from Philadelphia International Airport ILS localizer to Allentown via INT of Pottstown 143° and Allentown 173° radials; Thornhurst, Pa.; Elmira, N. Y.; Geneseo, N. Y.; to Rochester, N. Y.

V-148 From Denver, Colo., via INT of Denver 174° and Kiowa, Colo., 268° radials; Kiowa; Thurman, Colo.; Hayes Center, Nebr.; North Platte, Nebr.; O'Neill, Nebr.; Sioux Falls, S. Dak.; Redwood Falls, Minn., including an S alternate; to Minneapolis, Minn.

V-149 From Allentown, Pa., via Thornhurst, Pa.; Binghamton, N. Y.; Georgetown, N. Y.; INT of Georgetown 029° and Utica, N. Y., 280° radials; to Utica.

V-150 From San Francisco, Calif., via INT of San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; to Sacramento, Calif.

V-151 From Providence, R. I., via Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT of Keene 341° and Lebanon 211° radials; Montpelier, Vt.; to Burlington, Vt.

V-152 From St. Petersburg, Fla., via Orlando, Fla., including an N alternate via INT of St. Petersburg 040° and Orlando 258° radials and also an S alternate via Lakeland, Fla., to Daytona Beach, Fla., including an S alternate via INT of Orlando 049° and Daytona Beach 161° radials.

AMENDMENTS 8/20/64 29 F. R. 8260 (Changed)

V-153 From Madison, Conn., via La Guardia, N. Y.; INT of La Guardia 280° and Stillwater, N. J., 110° radials; Stillwater; Wilkes-Barre, Pa.; Georgetown, N. Y.; to Syracuse, N. Y.

AMENDMENTS 6/25/64 29 F.R. 5456 (Changed); 9/17/64 29 F.R. 9529 (Changed):

V-154 From Meridian, Miss., via Kewanee, Miss.; Selma, Ala.; Montgomery, Ala.; Tuskegee, Ala.; INT of Tuskegee 078° and Columbus, Ga., 255° radials; Columbus, including an S alternate from Montgomery to Columbus via INT of Montgomery 090° and Columbus 219° radials; Macon, Ga.; Dublin, Ga.; to Savannah, Ga.

AMENDMENTS 7/23/64 29 F. R. 6246 (Changed); 7/23/64 29 F.R. 7314 (Changed)

V-155 From Augusta, Ga., via Chesterfield, S. C.; Pinehurst, N. C.; Raleigh, N. C.; Lawrenceville, Va.; INT of Lawrenceville direct radial to Richmond, Va., and Flat Rock, Va., 171° radials; Flat Rock; Gordonsville, Va.; Linden, Va.; to Front Royal, Va. The airspace within R-6602 is excluded.

V-156 From Elkins, W. Va., via Gordonsville, Va. including an N alternate from Elkins to Gordonsville via Kessel, W. Va., excluding the airspace between the main and this alternate airway; Richmond, Va.; Harcum, Va.; to Cape Charles, Va. The airspace within R-6610 shall be used only after obtaining prior approval from appropriate authority.

V-157 From Key West, Fla., via Miami, Fla.; La Belle, Fla., including a W alternate from INT of Miami 221° and Fort Myers, Fla., 137° radials via INT of Fort Myers 137° and La Belle 162° radials to La Belle; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; to Florence, S. C. From Wilmington, N. C., via Kinston, N. C.; Rocky Mount, N. C.; Lawrenceville, Va.; Richmond, Va.; to Washington, D. C. (6 miles wide from INT of Brooke 132° and Washington 189° radials to Washington); including a W alternate from Richmond to Washington via INT of Richmond 348° and Brooke, Va., 187° radials, Brooke; INT of Brooke 045° and Washington 189° radials (6 miles wide from INT of Brooke 045° and Washington 189° radials to Washington; Baltimore, Md.; (6 miles wide Washington to Baltimore); INT of Baltimore 035° and New Castle, Del., 261° radials; New Castle; Robbinsville, N. J.; Colts Neck, N. J.; INT of Colts Neck 089° and Kennedy, N. Y. 195° radials; to Kennedy. From La Guardia, N. Y., to the INT of La Guardia 034° and Hartford, Conn., 245° radials. The airspace within R-6602, R-6612 and that portion of the W alternate airway within R-6601 are excluded.
The portion outside the United States has no upper limit. The airspace within W-173 is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 6/25/64 29 F.R. 5456 (Changed); Amend. Alt 29 F.R. 6436; 7/23/64 29 F.R. 6945 (Changed); 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 11707 (Changed); 9/9/64 29 F.R. 13009 (Changed); 10/15/64 29 F.R. 9821 (Changed); Amend. Alt. 29 F.R. 11837;
PENDING AMENDMENT
In V-157, "Taylor, Fla.;" is deleted and "Taylor, Fla.; Waycross, Ga.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925 Amend Alteration (Eff. Date Changed) 4/2/64 29 F. R. 1561
Amend Alteration (Eff. Date Changed) July, 1964 29 F.R. 2934; Eff. Date Changed 10/15/64 29 F.R. 11112 Eff. date changed 11/12/64 29 F.R. 12362; Eff. date changed 2/4/65 29 F. R. 14918;

V-158 From Waterloo, Iowa, via Dubuque, Iowa; to Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., via INT of Miami 346° and West Palm Beach, Fla., 219° radials; West Palm Beach, including an E alternate from Miami direct to West Palm Beach; Vero Beach, Fla.; Orlando, Fla., including an E alternate from Vero Beach to Orlando via INT of Vero Beach 342° and Orlando 123° radials; Ocala, Fla., including a W alternate via Orlando 283° and Ocala 156° radials; Gainesville, Fla.; Greenville, Fla., including a W alternate from Ocala to Greenville via Cross City, Fla.; Albany, Ga.; Eufaula, Ala.; Tuskegee, Ala.; to Birmingham, Ala.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

V-160 From Denver, Colo., to Sidney, Nebr.

V-161 From Greater Southwest, Tex., via INT of Greater Southwest 318° and Ardmore, Okla., 192° radials; Ardmore; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Blue Springs, Mo.; INT of Blue Springs 016° and Lamoni, Iowa. 174° radials; Lamoni; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa, including a W alternate from Des Moines to Waterloo via INT of Des Moines 023° and Waterloo 241° radials; Rochester, Minn.; INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials; Minneapolis; Brainerd, Minn.; to Grand Rapids, Minn.

AMENDMENTS Eff. Immed. 6/15/64 29 F.R. 7922 (Changed); 7/23/64 29 F.R. 7314 (Changed);

V-162 From INT of Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials to Clarksburg. From Harrisburg, Pa., via INT of Harrisburg 073° and Ravine, Pa., 128° radials; to Allentown, Pa., including an S alternate from Harrisburg via INT of Lancaster, Pa., 047° and Pottstown, Pa., 275° radials.

AMENDMENTS 11/12/64 29 F.R. 13137 (Changed); Amend. Corr. 29 F. R. 14105;

V-163 From Brownsville, Tex., via INT of Brownsville 347° and Corpus Christi, Tex., 191° radials; Corpus Christi, including a W alternate from Brownsville via Harlingen, Tex., to INT of Brownsville 347° and Corpus Christi 191° radials; INT of Corpus Christi 313° and San Antonio 183° radials; San Antonio; INT of San Antonio 002° and Lometa, Tex., 173° radials; Lometa, including a W alternate from San Antonio to Lometa via INT of San Antonio 334° and Llano, Tex., 180° radials and Llano; Mineral Wells, Tex.; Bridgeport, Tex.; Ardmore, Okla.; INT of Ardmore 342° and Oklahoma City, Okla., 154° radials; to Oklahoma City, including a W alternate via INT of Ardmore 327° and Oklahoma City 180° radials and also an E alternate via INT of Oklahoma City 107° and Tulsa, Okla., 228° radials. The airpsace within Mexico is exlcuded.

AMENDMENTS 11/12/64 29 F.R. 13164 (Changed)

V-164 From Buffalo, N. Y., via Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT of Williamsport 125° and East Texas, Pa., 321° radials; to East Texas.

V-165 From Lindbergh Field, Calif., via INT of Lindbergh Field 287° and Oceanside, Calif., 177° radials; Oceanside; INT of Long Beach, Calif., 135° and Santa Catalina, Calif., 075 radials; thence 6 miles wide to Long Beach.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-166 From Parkersburg, W. Va., via Clarksburg, W. Va.; Kessel, W. Va.; Martinsburg, W. Va.; Westminster, Md.; to New Castle, Del.

V-167 From Coyle, N. J., via INT of Coyle 047° and Kennedy, N. Y., 195° radials; Kennedy; Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; Providence; INT of Providence 101° and and Hyannis, Mass., 224° radials; to Hyannis. The airspace at and below 1,200 feet above the surface between Providence and Hyannis is excluded.

AMENDMENTS 4/2/64 29 F. R. 1561 (Changed);

V-168 From Scottsbluff, Nebr., to O'Neill, Nebr.

AMENDMENTS 6/25/64 29 F. R. 5786 (Rewritten) F.R. Correction 29 F. R. 6149

V-169 From Tobe, Colo., via Hugo, Colo.; Thurman, Colo.; Arkon, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.; Chadron, Nebr.; Rapid City, S. Dak.; Dupree, S.Dak.; to Bismarck, N. Dak. The airspace within R-4701 is excluded.
AMENDMENTS 4/30/64 29 F. R. 3356 (Changed); 7/23/64 29 F.R. 6529 (Changed)
AMENDMENTS 8/20/64 29 F. R. 7921 (Changed)

V-170 From Sioux Falls, S. Dak., via Worthington, Minn.; INT Worthington 090° and Mankato, Minn., 212° radials; Mankato; to Farmington, Minn., from Nodine, Minn., via Dells, Wis.; INT of Dells 097° and Milwaukee, Wis., 307° radials; Milwaukee;
INT of Milwaukee 102° and Pullman, Mich., 303° radials; Pullman; to Salem, Mich. From Erie, Pa., via Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; to West Chester, Pa. The airspace within R-5802 is excluded.

AMENDMENTS 7/23/64 29 F. R. 6529 (Changed)

V-171 From Louisville, Ky., via Scotland, Ind.; Lewis, Ind.; Danville, Ill., Peotone, Ill.; Joliet, Ill.; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT of Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; to Alexandria, Minn.

AMENDMENTS 7/23/64 29 F. R. 6246 (Changed)

V-172 From Denver, Colo., via INT of Denver 061° and Hayes Center, Nebr., 276° radials; INT of Hayes Center 276° and North Platte, Nebr., 245° radials; North Platte; INT of North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Neola, Iowa; Newton, Iowa; Cedar Rapids, Iowa; Polo, Ill.;
INT of Polo 088° and Chicago, Ill., 269° radials; Chicago; INT of Chicago 077° and South Bend, Ind., 310° radials; to South Bend.

AMENDMENTS 4/30/64 29 F.R. 2999 (Changed) 4/30/64 29 F. R. 3356 (Changed)

V-173 From Capital, Ill., via Roberts, Ill.; INT of Roberts 008° radial and Joliet, Ill., direct radial to Kedzie, Ill., RBN; to Kedzie, RBN.

V-174 From York, Ky., via Henderson, W. Va.; Elkins, W. Va.; Linden, Va.; to INT of Linden 104° and Herndon, Va., 185° radials.

AMENDMENTS 8/20/64 29 F. R. 7418 (Changed)

V-175 From Vichy, Mo., via INT of Vichy 321° and Hallsville, Mo., 209° radials; to Hallsville.

V-176 From Memphis, Tenn., via Holly Springs, Miss., including an S alternate via INT of Memphis 168° and Holly Springs 281° radials; to Birmingham, Ala., including an N alternate via INT of Holly Springs 099° and Birmingham 313° radials.

PENDING AMENDMENT

V-176 From Memphis, Tenn., via Holly Springs, Miss., including a S alternate via INT of Memphis 168° and Holly Springs 281° radials; Hamilton, Ala.; to Birmingham, Ala., including a N alternate from Holly Springs to Birmingham via INT of Holly Springs 099° and Birmingham 313° radials.

AMENDMENTS 12/10/64 29 F. R. 14357 (Rewritten)

V-177 From Fort Wayne, Ind., via Monterey, Ind.; 6-miles wide to INT Monterey 276° and Chicago Heights, Ill., 140° radials; to Chicago Heights. From Naperville, Ill.; to Janesville, Wis.

AMENDMENTS 9/17/64 29 F.R 9529 (Changed):

V-178 From Farmington, Mo., via Paducah, Ky.; including an S alternate; Central City, Ky.; New Hope, Ky.; to Lexington, Ky.

V-179 From Paducah, Ky., to Centralia, Ill.

AMENDMENTS 4/30/64 29 F.R. 3225 (Rewritten);

V-180 From San Antonio, Tex., via Eagle Lake, Tex., to Galveston, Tex. The airspace within R-6310 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 11/12/64 29 F. R. 12585 (Changed)

V-181 From Omaha, Nebr., via Norfolk, Nebr.; Yankton, S. Dak.; Sioux Falls, S. Dak.; Watertown, S. Dak.; Fargo, N. Dak.; Grand Forks, N. Dak., including an E alternate; Pembina, N. Dak.; to United States-Canadian Border via Pembina 360° radial.

AMENDMENTS 7/23/64 29 F. R. 6436 (Changed)

V-182 From Portland, Oreg., via The Dalles, Oreg., to Baker, Oreg.

AMENDMENTS 4/2/64 29 F.R. 2337 (Changed) 6/25/64 29 F. R. 5318 (Changed)

V-183 From Santa Barbara, Calif.; to Bakersfield, Calif.

V-184 From Erie, Pa., via Tidioute, Pa.; Fitzgerald, Pa.; to Philipsburg, Pa.

V-185 From Savannah, Ga., via INT of Savannah 321° and Augusta, Ga., 157° radials; Augusta; Greenwood, S. C.; Ashville, N. C.; INT of Ashville 300° and Knoxville, Tenn., 069° radials; to Knoxville, including an E alternate from Asheville to Knoxville via INT of Asheville 329° and Knoxville 069° radials, excluding the airspace between the main and this E alternate. The airspace within R-3003 is excluded.

AMENDMENTS 6/25/64 29 F.R. 8540 (Changed)

V-186 From Ontario, Calif., via Pomona, Calif., to Fillmore, Calif.

AMENDMENTS 8/20/64 29 F. R. 7766 (Added)

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; Dove Creek, Colo; Grand Junction, Colo.; Rock Springs, Wyo.; INT of Rock Springs 026° and Riverton, Wyo., 180° radials; Riverton; Boysen Reservoir; Billings, Mont.; INT of Billings 317° and Great Falls, Mont., 122° radials; to Great Falls.

V-188 From Carleton, Mich., via Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Thornhurst, Pa.; to Tannersville, Pa.

V-189 From Rocky Mount, N. C., via Franklin, Va.; to Hopewell, Va.

V-190 From Phoenix, Ariz., via St. Johns, Ariz., Albuquerque, N. Mex , including an N alternate via INT of St. Johns, 053° and Grants, N. Mex., 252° radials, and Grants; Las Vegas, N. Mex.; Dalhart, Tex.; Gage, Okla.; INT of Gage 059° and Ponca City, Okla., 280° radials; Ponca City; INT of Ponca City 094° and Bartlesville, Okla. 256° radials; Bartlesville; INT of Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT of Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo.; to Evansville, Ind.

V-191 From Memphis, Tenn., via Walnut Ridge, Ark.; Farmington, Mo.; INT of Farmington 351° and Troy, Ill., 234° radials; Troy; Decatur, Ill.; Roberts, Ill.; INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie Ill., RBN; Northbrook, Ill.; INT of Northbrook 078° and Chicago, Ill., 019° radials; INT of Chicago, 019° and Milwaukee, Wis . 121° radials; Milwaukee; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; to Rhinelander, Wis

V-192 From Socorro, N. Mex., via Corona, N. Mex., to Tucumcari, N. Mex. The portion of this airway within R-5112 will be used only after obtaining prior approval from appropriate authority

V-193 From INT of Pullman, Mich., 243° and South Bend, Ind., 310° radials via Pullman; INT of Pullman 029° and White Cloud, Mich., 176° radials; White Cloud; Traverse City, Mich.; Pellston, Mich.; INT of Pellston 003° and Sault Ste. Marie, Mich., 214° radials; to Sault Ste. Marie. The portion of this airway within R-4205 shall be used only after obtaining prior approval from appropriate authority

AMENDMENTS 3/5/64 29 F. R. 4 (Changed).

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss., to Meridian, Miss From Norcross, Ga., via INT of Norcross 054° and Royston, Ga., 278° radials; Royston; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; INT of Fort Mill 069° and Raleigh-Durham, N. C., 240° radials, Raleigh-Durham; including an N alternate from Fort Mill to Raleigh-Durham via Liberty, N. C.; Rocky Mount, N. C., including an N alternate via INT of Raleigh-Durham 037° and Rocky Mount 283° radials; Cofield, N. C . Norfolk, Va., including an S alternate via INT of Cofield 084° and Norfolk 209° radials; to INT of Norfolk 001° and Cape Charles, Va., 313° radials

V-195 From Oakland, Calif., via INT of Oakland 004° and Williams, Calif., 191° radials; Williams, INT of Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; to Fortuna, Calif

V-196 From INT of Plattsburgh, N Y., 236° radial and Massena, N Y , direct radial to Albany, N. Y., to Plattsburgh.

PENDING AMENDMENT

V-196 From Utica, N Y via the INT of the Utica 016° and Plattsburgh, N Y 235° radials, to Plattsburgh

AMENDMENTS 12/10/64 29 F R 13137 (Rewritten).

V-197 From Pomona, Calif., to Palmdale, Calif

AMENDMENTS 8/20/64 29 F.R. 7766 (Added)

V-198 From San Simon, Ariz., via INT of San Simon 124° radial and Cochise, Ariz , direct radial to Columbus, N Mex.; Columbus; El Paso, Tex., 6-mile wide airway via INT of El Paso 112° and Hudspeth, Tex., 281° radials to Hudspeth; thence INT of Hudspeth 109° and Fort Stockton, Tex., 284° radials; Fort Stockton; Rock Springs, Tex.; INT of Rock Springs 090° and San Antonio, Tex., direct radial to Junction, Tex.; San Antonio; Eagle Lake, Tex.; INT of Eagle Lake 091° and Houston, Tex., 271° radials; to Houston

AMENDMENTS 2/6/64 28 F. R. 11533 (Changed); 9/17/64 29 F R 9529 (Changed) Amend Alt 29 F R 11914;

V-199 From San Francisco, Calif., via INT of San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; to Red Bluff, Calif. The portion outside the United States has no upper limit

AMENDMENTS 9/17/64 29 F R 9529 (Changed).

V-200 From Ukiah, Calif., via Williams, Calif.; to Reno, Nev. From Delta, Utah, via INT of Delta 604° and Provo, Utah, 257° radials; Provo; Myton, Utah; Meeker, Colo.; Kremmling, Colo . to Denver, Colo The airspace within R-6401 is excluded

AMENDMENTS 8/20/64 29 F R 7922 (Changed); Eff Date Changed 9/17/64 29 F R 9064.

V-201 From INT of Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; via Los Angeles; to Palmdale, Calif. The portion outside the United States has no upper limit

AMENDMENTS 9/17/64 29 F R 9529 (Changed).

V-202 From Cochise, Ariz.; San Simon, Ariz.; to Truth or Consequences, N. Mex.

AMENDMENTS 7/23/64 29 F. R. 7418 (Changed)

V-203 From Norwich, Conn., via Chester, Mass.; INT of Poughkeepsie, N. Y., direct radial to Cambridge, N. Y., and Chester 293° radial; Albany, N. Y.; Massena, N. Y. to St. Eustache, Quebec. The airspace within Canada is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-204 From Hoquiam, Wash., to Olympia, Wash.

V-205 From Springfield, Mo., via Blue Springs, Mo.; Kansas City, Mo.; St. Joseph, Mo.; INT of St. Joseph 343° and Neola, Nebr., 157° radials; INT of Neola 157° and Omaha, Nebr., 124° radials; Omaha; to Sioux City, Iowa, including a W alternate via INT of Omaha 320° and Sioux City 175° radials.

AMENDMENTS 4/2/64 29 F. R. 2487 (Changed)

V-206 From Blue Springs, Mo., via INT of Blue Springs 056° and Kirksville, Mo., 225° radials; to Kirksville.

V-207 From Denver, Colo., via Gill, Colo.; to Scottsbluff, Nebr.

V-208 From Los Angeles, Calif., via INT of Los Angeles 185° and Santa Catalina, Calif., 355° radials; Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif.; Twentynine Palms, Calif.; Needles, Calif.; to Peach Springs, Ariz. The airspace within R-2503, the airspace below 2,000 feet MSL outside the United States, and the airspace more than 3 miles E of the airway centerline between Los Angeles and Santa Catalina is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-209 From Mobile, Ala., via INT of Mobile 356° and Hattiesburg, Miss., 080° radials; Kewanee, Miss. (6 miles wide from 38 miles S of Kewanee to Kewanee); to Tuscaloosa, Ala.

AMENDMENTS 7/23/64 29 F. R. 7314 (Rewritten); 9/17/64 29 F.R. 9529 (Changed);

V-210 From Los Angeles, Calif., via INT of Los Angeles 083° and Pomona, Calif., 240° radials; Pomona; INT of Daggett, Calif., 229° and Hector, Calif., 263° radials; Hector; Goffs, Calif.; Peach Springs, Ariz., Tuba City, Ariz., Farmington, N. Mex.; Alamosa, Colo., including an S alternate from Farmington to Alamosa via INT of Farmington 086° and Alamosa 232° radials; INT of Alamosa 075° and Lamar, Colo., 250° radials; to Lamar. From Kansas City, Mo., via Marshall, Mo.; Hallsville, Mo.; St. Louis, Mo., including an N alternate; Vandalia, Ill.; Terre Haute, Ind.; Indianapolis, Ind., including an S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; INT of Indianapolis 069° and Fort Wayne, Ind., 187° radials; Rosewood, Ohio; Tiverton, Ohio; Imperial, Pa.; INT of Imperial 074° and Carrolltown, Pa., 276° radials; Carrolltown; INT of Carrolltown 114° and Harrisburg, Pa., 273° radials; to Harrisburg.

AMENDMENTS 4/30/64 29 F.R. 3225 (Changed); 7/23/64 29 F.R. 7018 (Changed); 8/20/64 29 F.R. 7766 (Changed);
AMENDMENTS 8/20/64 29 F.R. 7922 (Changed); Eff. Date Changed 9/17/64 29 F.R. 9664;
AMENDMENTS 9/17/64 29 F.R. 9787 (Changed); 11/12/64 29 F. R. 13137 (Changed)

PENDING AMENDMENT

V-211 From INT Alamoso, Colo., 232° and Durango, Colo., 110° radials via Durango; to INT Durango 284° and Dove Creek, Colo., 147° radials, excluding the airspace below 1,200 feet above the surface.

AMENDMENTS 12/10/64 29 F. R. 14358 (Added)

V-212 From San Antonio, Tex., via INT of San Antonio 074° and College Station, Tex., 202° radials; College Station; Lufkin, Tex.; Alexandria, La.; to McComb, Miss.

AMENDMENTS 7/23/64 29 F.R. 6246 (Added); 9/17/64 29 F.R. 9529 (Changed);

V-213 From Myrtle Beach, S. C., via INT of Kinston, N. C., 214° and Rocky Mount, N. C., 191° radials; Rocky Mount; Hopewell, Va.; INT of Hopewell 019° and Brooke, Va., 131° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J., INT of Pottstown, Pa., 104° and Robbinsville, N J., 239° radials; Robbinsville; to Kennedy, N Y. The airspace within R-4005, R-4006, R-4007, and R-4008 is excluded

AMENDMENTS 4/2/64 29 F R 1561 (Changed).

V-214 From Richmond Ind to INT of Richmond 090° and Rosewood, Ohio, 202° radials. From Columbus, Ohio Port Columbus Airport ILS localizer via Zanesville, Ohio; Bellaire, Ohio; to Allegheny Pa

AMENDMENTS 9/17/64 29 F.R 10502 (Changed)

V-215 From Muskegon, Mich to White Cloud, Mich

V-216 From Lamar, Colo., via Hill City, Kans.; Mankato, Kans.; Pawnee City, Nebr., Lamoni, Iowa; Ottumwa, Iowa, to Iowa City, Iowa. From Janesville, Wis., via INT of Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich.; to Kleinburg, Ontario, Canada The airspace within Canada is excluded.

AMENDMENTS 4/30/64 29 F.R 3356 (Changed) 7/2/64 29 F.R. 7145 (Changed)

V-217 From Chicago, Ill., via INT of Chicago 019° and Milwaukee, Wis., 137° radials; INT of Milwaukee 137° and Milwaukee (General Mitchell Field) ILS localizer front course; Milwaukee, (General Mitchell Field) ILS localizer; INT of Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay 165° radial; Green Bay; Rhinelander, Wis.; to Duluth, Minn

AMENDMENTS 6/25/64 29 F R 5785 (Changed); 9/17/64 29 F R 9529 (Changed); Amend Alt 29 F R 11914

V-218 From Rochester, Minn., via Waukon, Iowa; Rewey, Wis.; Rockford, Ill.; INT of Rockford, 136° and Naperville, Ill., 290° radials; Naperville; Keeler, Mich.; Lansing, Mich.; Pontiac, Mich.; to INT of Pontiac 091° and Flint, Mich., 140° radials.

PENDING AMENDMENT

In V-218 "Flint, Mich., 140° is deleted and "Flint, Mich., 133° is substituted therefor
AMENDMENTS 11/19/64 29 F. R. 14916 (Changed);

V-219 From Hayes Center, Nebr., via INT of Hayes Center 050° and Wolbach, Nebr., 251° radials; Wolbach; Norfolk, Nebr.; to Sioux City, Iowa.

AMENDMENTS 7/23/64 29 F. R. 6436 (Changed)

V-220 From Kremmling, Colo., via INT of Kremmling 081° and Denver, Colo 334° radials; Akron, Colo.; to Hayes Center, Nebr.

AMENDMENTS 8/20/64 29 F.R 7922 (Changed); Eff Date Changed 9/17/64 29 F.R 9664;

V-221 From Fort Wayne, Ind., via Litchfield, Mich.; Jackson, Mich.; INT of Jackson 084° and Salem, Mich., 254° radials; Salem; INT of Salem 079° and Erie, Pa., 294° radials; to Erie. The airspace within Canada is excluded.

PENDING AMENDMENT

In V-221 "INT of Salem 079° and Erie, Pa., 294° radials;" is deleted and "INT of Salem 083° and Erie, Pa., 290° radials;" is substituted therefor. 11/19/64 29 F R 14916 (Changed)

V-222 From El Paso, Tex., via Salt Flat, Tex., Fort Stockton, Tex., Junction, Tex., INT of San Antonio, Tex., 334° and Llano, Tex., 180° radials; San Antonio; INT of Austin, Tex., 109° and College Station, Tex., 202° radials; Houston, Tex.; Beaumont, Tex.; Lake Charles, La., including an N alternate from Houston to Lake Charles via Daisetta, Tex.; McComb(11-mile wide airway from 45 nmi from Lake Charles to 50 nmi from Lake Charles; thence 12-mile wide airway to 55 nmi from Lake Charles; thence 13-mile wide airway to 60 nmi from Lake Charles; thence 14-mile wide airway to 65 nmi from Lake Charles; thence 15-mile wide airway to 65 nmi from McComb; thence 14-mile wide airway to 60 nmi from McComb; thence 13-mile wide airway to 55 nmi from McComb; thence 12-mile wide airway to 50 nmi from McComb; thence 11-mile wide airway to 45 nmi from McComb); Hattiesburg, Miss.; to Evergreen, Ala. (6 miles wide from INT of Mobile, Ala., 015° and Evergreen, Ala., 268° radials; to Evergreen. From Norcross, Ga., via INT of Norcross 026° and Toccoa, Ga., 230° radials; Toccoa; Asheville, N. C.; Hickory, N. C.; Lynchburg, Va.; Gordonsville, Va.; to INT Gordonsville 076° and Brooke, Va., 132° radials

AMENDMENTS 2/6/64 28 F.R. 11533 (Changed). 4/30/64 29 F.R 3000 (Changed); 7/23/64 29 F.R 6246 (Changed) 9/17/64 29 F.R 9529 (Changed);

V-223 From Flat Rock, Va., via INT of Brooke, Va., 300° and Herndon, Va., 202° radials; Herndon; to Harrisburg, Pa.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-224 From Carleton, Mich., to INT of Carleton 076° and Erie, Pa., 280° radials. The airspace within Canada is excluded.

PENDING AMENDMENT
V-224 From Carleton, Mich., to INT of Carleton 082° and Windsor, Ont., Canada, 100° radials. The airspace within Canada is excluded.

AMENDMENTS 11/19/64 29 F. R. 14621 (Rewritten)

V-225 From Key West, Fla., via Fort Myers, Fla., including an E alternate; La Belle, Fla., to Vero Beach, Fla. The airspace above 20,000 feet MSL within W-173 is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 11707 (Changed)

V-226 From Ellwood City, Pa., via Clarion, Pa.; Keating, Pa.; Williamsport, Pa.; Thornhurst, Pa.; Stillwater, N. J.; INT of Stillwater 110° and Kennedy, N. Y., 297° radials; to Kennedy.

AMENDMENTS 4/2/64 29 F. R. 1561 (Changed);

V-227 From Indianapolis, Ind., via INT of Indianapolis direct radial to Westpoint, Ind., and Lafayette, Ind., 159° radials; to Lafayette.

AMENDMENTS 7/23/64 29 F. R. 6246 (Changed)

V-228 From Northbrook, Ill.; to South Bend, Ind.

V-229 From Wilmington, N. C., via INT of Wilmington 036° and New Bern, N. C., 231° radials; New Bern; to Cofield, N. C.

V-230 From INT of Big Sur, Calif., 325° and Salinas, Calif., 281° radials via Salinas; Los Banos, Calif.; Fresno, Calif.; to Friant, Calif. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-231 From Missoula, Mont., to INT of Missoula 354° and Mullan Pass, Idaho, 089° radials.

V-232 From Sandusky, Ohio, via INT Sandusky 061° and Chardon, Ohio, 281° radials; Chardon; Fitzgerald, Pa.; Keating, Pa.; Milton, Pa.; Tannersville, Pa.; INT of Tannersville 114° and Solberg, N. J., 051° radials; to Kennedy, N. Y.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed);

V-233 From Capital, Ill., via Peoria, Ill.; Cordova, Ill.; to Cedar Rapids, Iowa.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed)

V-234 From Anton Chico, N. Mex., via INT of Anton Chico 067° and Dalhart, Tex., 243° radials; Dalhart; Liberal, Kans.; to Hutchinson, Kans.

V-235 From Provo, Utah, to Fort Bridger, Wyo. From Rock Springs, Wyo., to Casper, Wyo.

AMENDMENTS 9/17/64 29 F.R. 10501 (Rewritten)

V-236 From INT of Bonneville, Utah, 084° and Ogden, Utah, 235° radials; to Ogden.

V-237 From Needles, Calif., via Boulder, Nev.; INT Boulder 347° and Las Vegas, Nev., 081° radials; to Las Vegas.

AMENDMENTS 4/30/64 29 F.R. 2740 (Revoked) 29 F.R. 4719 (Rewritten)
AMENDMENTS 9/17/64 29 F.R. 9662 (Rewritten)

V-238 From Philipsburg, Pa., via INT of Philipsburg direct radial to Selinsgrove, Pa., and Williamsport, Pa., 227° radial; Ravine, Pa.; INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial; West Chester, Pa.; INT of West Chester 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Millville, N. J.; to Atlantic City, N. J. The airspace within R-5802 is excluded.

V-239 From Sea Isle, N. J., via Woodstown, N. J., to New Castle, Del.

V-240 From New Orleans, La., via the INT of New Orleans 085° and Mobile, Ala., 224° radials; to Mobile.

AMENDMENTS 7/23/64 29 F. R. 7017 (Rewritten)

V-241 From Crestview, Fla., via INT of Crestview 076° and Dothan, Ala., 232° radials; Dothan; Eufaula, Ala.; Columbus, Ga.; to Atlanta, Ga., including a W alternate via INT of Columbus 011° and Atlanta 233° radials.

V-242 From Mobile, Ala., to Brookley, Ala.

V-243 From Jacksonville, Fla., via INT of Jacksonville 319° and Alma, Ga., 148° radials; Alma; INT of Alma 305° and Vienna, Ga., 135° radials; Vienna; Atlanta, Ga.; INT of Atlanta 007° and Chattanooga, Tenn., 152° radials; Chattanooga; Bowling Green, Ky.; to Scotland, Ind.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

PENDING AMENDMENT

In V-243 all before "INT of Atlanta 007°" is deleted and "From Jacksonville, Fla., via INT of Jacksonville 319° and Waycross, Ga., 126° radials; Waycross, including a W alternate via INT of Jacksonville 304° and Waycross 149° radials; Vienna, Ga., including an E alternate via Alma, Ga., and INT of Alma 320° and Vienna 104° radials; Atlanta, Ga., including an E alternate from INT of Vienna 328° and Macon, Ga., 205° radials, to INT of Vienna 328° and Macon 297° radials, via Macon:" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925
Amend Alteration (Eff. Date Changed) 4/2/64 29 F. R. 1561; Eff. date Changed July, 1964 29 F.R. 2934;
Eff. date changed 10/15/64 29 F.R. 11112; Eff. date changed 11/12/64 29 F.R. 12362;
Eff. date changed 2/4/65 29 F. R. 14918;

V-244 From Oakland, Calif., via INT of Oakland 077° and Stockton, Calif., 268° radials; Stockton, including an S alternate via INT of Oakland 110° and Stockton 246° radials; Coaldale, Nev., Tonopah, Nev.; Wilson Creek, Nev.; Milford, Utah; Hanksville, Utah; LaSal, Utah; Gunnison, Colo.; Pueblo, Colo.; Lamar, Colo.; to Russell, Kans.

AMENDMENTS 8/20/64 29 F.R. 7922 (Rewritten); Eff. Date Changed 9/17/64 29 F.R. 9664;

V-245 From Alexandria, La., via Natchez, Miss., to Jackson, Miss.

AMENDMENTS 8/20/64 29 F. R. 8140 (Added)

V-246 From Rosewood, Ohio, via Mansfield, Ohio; to INT of Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials.

V-247 From Douglas, Wyo., to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., via Avenal, Calif.; to Bakersfield, Calif.

AMENDMENTS 4/2/64 29 F.R. 606 (Changed);

V-249 From Colts Neck, N. J., via INT of Colts Neck 314° and Sparta, N. J., 170° radials; Sparta; Huguenot, N. Y.; De Lancy, N. Y.; to Utica, N. Y.

V-251 From Montebello, Va., via Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; Pottstown, Pa.; Sparta, N. J.; Int of Sparta 082° and Carmel, N.Y. 232° radials; Carmel; to Hartford, Conn.

AMENDMENTS 4/2/64 29 F.R. 556 (Changed); Amend. Alt. 29 F.R. 3756; 5/28/64 29 F. R. 4671 (Changed)

V-252 From Buffalo, N. Y., via Geneseo, N. Y.; Watkins Glenn, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.; Sparta, N. J.; to INT of Sparta 144° and Solberg, N. J., 051° radials.

V-253 From Provo, Utah, to INT of Ogden, Utah, 194° and Provo, 315° radials. From INT of Salt Lake City, Utah, 265° and Ogden 225° radials via Bonneville, Utah; Lucin, Utah; Twin Falls, Idaho; Boise, Idaho; McCall, Idaho; Lewiston, Idaho; to Spokane, Wash.

V-254 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to INT of Pottstown 104° radial and Robbinsville, N. J., direct radial to New Castle, Del.

V-255 From Burlington, Iowa, via Moline, Ill.; Cordova, Ill.; Rockford, Ill.; to Janesville, Wis. From INT Janesville 333° and Dells, Wis., 156° radials via Dells, to Stevens Point, Wis.

V-256 From INT of Lancaster, Pa., direct radial to Allentown, Pa., and Pottstown, Pa., 275° radial via Pottstown; to Yardley, Pa.

V-257 From Phoenix, Ariz., via Prescott, Ariz.; Bryce Canyon, Utah; INT Bryce Canyon 338° and Delta, Utah, 186° radials; Delta; INT of Delta 004° and Malad City, Idaho, 179° radials; Malad City; Pocatello, Idaho; Dubois, Idaho; Dillon, Mont.; Butte, Mont.; INT of Butte 002° and Helena, Mont., 272° radials; INT of Helena 272° and Great Falls, Mont., 222° radials; to Great Falls. The airspace within R-6401 and R-6403 is excluded.

AMENDMENTS 4/2/64 29 F.R. 2337 (Changed);
AMENDMENTS 8/20/64 29 F.R. 8261 (Changed)

V-258 From Charleston, W. Va., via Beckley, W. Va.; INT of Pulaski, Va., 009° and Bluefield, W. Va., 071° radials; Roanoke, Va.; to INT of Roanoke 137° and South Boston, Va., 298° radials.

V-259 From Fort Mill, S. C., to Holston Mountain, Tenn., including an E alternate via Hickory, N. C., and INT of Hickory 350° and Holston Mountain 103° radials.

V-260 From Charleston, W. Va., via Rainelle, W. Va., including an N alternate via INT of Charleston 083° and Rainelle 317° radials; Roanoke, Va.; Lynchburg, Va., including an S alternate via INT of Roanoke 177° and Lynchburg 253° radials; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; to INT of Hopewell 134° radial and Norfolk, Va., direct radial to Cofield, N. C.

V-261 From Pulaski, Va., to Beckley, W. Va.

V-262 From Peoria, Ill., via Bradford, Ill.; Joliet, Ill.; to Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., via Tobe, Colo.; Lamar, Colo.; Hugo, Colo.; to Kiowa, Colo. From Pierre, S. Dak., to Aberdeen, S. Dak.

AMENDMENTS 7/23/64 29 F.R. 6438 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-264 From Los Angeles, Calif., via INT of Los Angeles 061° and Pomona, Calif., 269° radials; Pomoma (6 miles wide from INT of Los Angeles 061° and Pomona 269° radials to Pomona); Twentynine Palms, Calif., including an S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., Palm Springs, Calif.; Parker, Calif. Prescott, Ariz.; St. Johns, Ariz.; to Socorro, N. Mex.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten); 10/15/64 29 F.R. 11334 (Changed);

V-265 From INT of Baltimore, Md., 224° and Westminster, Md., 179° radials; Westminster; INT of Westminster 345° and Harrisburg, Pa., 196° radials; Harrisburg; Philipsburg, Pa.; Bradford, Pa.; Jamestown, N. Y.; to Dunkirk, N. Y.

V-266 From Hickory, N. C., via South Boston, Va.; Lawrenceville, Va.; Franklin, Va.; to Norfolk, Va."

V-267 From Biscayne Bay, Fla., via Miami, Fla.; Pahokee, Fla., including an E. alternate from Biscayne Bay to Pahokee via INT of Biscayne Bay 346° and Pahokee 143° radials; Orlando, Fla.; Jacksonville, Fla., including an E. alternate from Orlando to the INT of the Daytona Beach, Fla., 308° and the Jacksonville 174° radials via Daytona Beach; INT of Jacksonville 334° and Dublin, Ga., 137° radials; Dublin; Norcross, Ga.; INT of Norcross 011° and Knoxville, Tenn., 181° radials; to Knoxville, including an E. alternate.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten);

V-268 From INT of Grantsville, Md., 086° and Martinsburg, W. Va., 297° radials; Hagerstown, Md.; Westminster, Md.; Baltimore, Md.; INT of Baltimore 097° and Kenton, Del., 242° radials; Kenton to INT of Kenton 086° and Sea Isle, N. J., 049° radials.

V-269 From Wells, Nev., via Twin Falls, Idaho; Burley, Idaho; to Pocatello, Idaho.

V-270 From Erie, Pa., via Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; De Lancey, N. Y.; to Chester, Mass.

V-271 From Kenton, Del., via Woodstown, N. J.; INT of Philadelphia, Pa., International Airport ILS localizer 256° course and West Chester, Pa., 120° radial; to West Chester.

V-272 From Dalhart, Tex., via Borger, Tex.; Sayre, Okla.; Oklahoma City, Okla., including an N alternate and and also an S alternate via INT of Sayre 101° and Oklahoma City 242° radials; INT of Oklahoma City 107° and Ardmore, Okla., 006° radials; to McAlester, Okla.

AMENDMENTS 4/30/64 29 F.R. 3226 (Changed)

V-273 From Huguenot, N. Y., via Hancock, N. Y.; Georgetown, N. Y.; to Syracuse, N. Y. (6 miles wide from Georgetown to Syracuse).

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-274 From Pullman, Mich., via INT of Pullman 051° and Saginaw, Mich., 237° radials; to Saginaw.

V-275 From Cincinnati, Ohio, via INT of Cincinnati 006° radial and Dayton, Ohio, Dayton Airport ILS localizer SW course; Dayton, including a W alternate from Cincinnati to Dayton via INT of Cincinnati 336° and Richmond, Ind., 190° radials and Richmond; INT of Findlay, Ohio, 212° radial and Rosewood, Ohio, direct radial to Fort Wayne, Ind.; Findlay; Waterville, Ohio; to Carleton, Mich.

V-276 From Briggs, Ohio, via Ellwood City, Pa.; Tyrone, Pa., INT of Philipsburg, Pa., direct radial to Harrisburg, Pa., and Ravine, Pa., 279° radial; Ravine; Yardley, Pa.; Robbinsville, N. J.; to INT of Robbinsville 097° and Coyle, N. J., 057° radials.

V-277 From Rosewood, Ohio, via Fort Wayne, Ind.; to Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex., Guthrie, Tex.; Bridgeport, Tex.; Dallas, Tex.; Paris, Tex.; Texarkana, Ark.; Greenwood, Miss.; Columbus, Miss.; to Birmingham, Ala., including an S alternate from Columbus to Birmingham via INT of Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

V-279 From Columbus, Ohio, RBN to Findlay, Ohio.

V-280 From El Paso, Tex., via INT of El Paso 093° and Clint, Tex., 038° radials; Pinon, N. Mex.; Roswell, N. Mex.; INT of Roswell 063° and Texico, N. Mex., 216° radials; Texico, including an S alternate via INT of Roswell 080° and Texico 216° radials; INT of Texico 021° and Amarillo, Tex., 267° radials; to Amarillo. From Gage, Okla., via Hutchinson, Kans.; INT of Hutchinson 062° and Topeka, Kans., 236° radials; Topeka; INT of Topeka 064° and Kansas City, Mo., 275° radials; to Kansas City.

V-281 From Redmond, Oreg., via Pendleton, Oreg.; Walla Walla, Wash., including an E alternate from Pendleton to Walla Walla via INT of Pendleton 090° and Walla Walla 215° radials; INT of Walla Walla 023° and Spokane, Wash., 190° radials; to Spokane.

V-282 From INT of Massena, N. Y., 163° and St. Eustache, Quebec 200° radials to St. Eustache. The airspace within Canada is excluded.

V-283 From Fresno, Calif., via Reno, Nev.; Lakeview, Oreg.; Redmond, Oreg.; to Newberg, Oreg.

AMENDMENTS 8/20/64 29 F.R. 7922 (Rewritten); Eff. Date Changed 9/17/64 29 F.R. 9664;

V-284 From Fort Stockton, Tex., to San Angelo, Tex.

AMENDMENTS 6/25/64 29 F. R. 5786 (Rewritten)

V-285 From Kokomo, Ind., via INT of Kokomo 012° and Goshen, Ind., 168° radials; to Goshen. From South Bend, Ind., via Kalamazoo, Mich.; INT of Kalamazoo 014° and Grand Rapids, Mich., 167° radials; to Grand Rapids.

AMENDMENTS 6/25/64 29 F. R. 5885 (Changed)

V-286 From Linden, Va., via Casanova, Va.; INT of Herndon, Va., 202° and Brooke, Va., 300° radials; Brooke; to Cape Charles, Va.

V-287 From North Bend, Oreg., via Newberg, Oreg.; Portland, Oreg., including an E alternate via Newberg 069° and Portland 196° radials; INT of Portland 353° and Olympia, Wash., 165° radials; Olympia; INT of Olympia 010° and Seattle, Wash., 322° radials; INT of Seattle 322° and Port Angeles, Wash., 090° radials; Port Angeles; to Neah Bay, Wash., RBN. The airspace within R-6705 and Canada is excluded.

V-288 From Lucin, Utah, via INT of Fort Bridger, Wyo., 278° radial and Ogden, Utah, direct radial to Malad City, Idaho; to Fort Bridger.

V-289 From Beaumont, Tex., via INT of Beaumont 334° and Lufkin, Tex., 160° radials; Lufkin, including an E alternate; INT of Lufkin 355° and Gregg County, Tex., 181° radials; Gregg County; Texarkana, Ark.; to Fort Smith, Ark. The airspace within R-2401 and R-2402 shall be used only after obtaining prior approval from appropriate authority.

V-290 From Charleston, W. Va., via Rainelle, W. Va.; Montebello, Va.; to Flat Rock, Va.

AMENDMENTS 8/20/64 29 F.R. 7922 (Changed)

V-291 From Winslow, Ariz., to Peach Springs, Ariz.

AMENDMENTS 10/15/64 29 F.R. 12014 (Added)

V-292 From Hartford, Conn., via Putnam, Conn.; to INT of Putnam 043° and Boston, Mass., 256° radials.

V-294 From Des Moines, Iowa, via Des Moines 086° and Cedar Rapids, Iowa, 238° radials; to Cedar Rapids.

V-295 From Biscayne Bay, Fla., via INT of Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach; INT of Vero Beach 296° and Orlando, Fla., 161° radials; Orlando, including an E alternate from Vero Beach to Orlando; via INT of Vero Beach 342° and Orlando 099° radials; INT of Orlando 283° and Cross City, Fla., 150° radials; to Cross City. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 11707 (Changed)

V-296 From Asheville, N. C., to Fort Mill, S. C.

V-297 From Johnstown, Pa., via Ellwood City, Pa.; Akron, Ohio; Strongsville, Ohio; INT of Strongsville 306° and Carleton, Mich., 117° radials; to Carleton. The airspace within Canada is excluded.

AMENDMENTS 11/12/64 29 F.R. 13137 (Changed)

V-298 From Pendleton, Oreg., via McCall, Idaho; Dubois, Idaho; Dunoir, Wyo.; Boysen Reservoir, Wyo.; to Casper, Wyo., including an S alternate from Dunoir to Casper via Riverton, Wyo.

AMENDMENTS 4/2/64 29 F. R. 2336 (Changed);
AMENDMENTS 8/20/64 29 F.R. 7922 (Rewritten); Eff. Date Changed 9/17/64 29 F.R. 9664;

V-299 From Los Angeles, Calif., via INT of Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore; to Gorman, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-300 From Lakehead, Ont., via Whitefish, Mich.; Sault Ste. Marie, Mich., including an N alternate via INT of Whitefish 084° and Sault Ste. Marie 328° radials; to Wiarton, Ont., Canada, including an N alternate. From Sherbrooke, Quebec, Canada, via Millinocket, Maine; to Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 7/2/64 29 F. R. 7146 (Changed)

V-302 From Augusta, Maine, to INT of Augusta 123° and Bangor, Maine, 192° radials.

V-304 From Amarillo, Tex., via Borger, Tex.; to Liberal, Kans., including a W alternate via the INT of Borger 354° and Liberal 233° radials.

AMENDMENTS 4/30/64 29 F.R. 3226 (Added); 9/17/64 29 F.R. 9529 (Changed);

V-306 From Austin, Tex., to Daisetta, Tex.

AMENDMENTS 8/20/64 29 F. R. 7922 (Added)

PENDING AMENDMENT
V-306 From Austin, Tex., via Navasota, Tex., to Daisetta, Tex.

AMENDMENTS 12/10/64 29 F.R. 14168 (Rewritten)

V-307 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. The airspace within Canada is excluded.

V-314 From Millinocket, Maine, via Princeton, Maine, to St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-318 From Quebec, Province of Quebec; Canada, R. R.; to Houlton, Maine. The airspace within Canada is excluded.

V-320 From Peck, Mich., to Toronto, Ontario, Canada, excluding the portion within Canada.

AMENDMENTS 9/10/64 29 F.R. 9820 (Added) Eff. Date Changed 9/17/64 29 F.R. 11837;

V-421 From Zuni, N. Mex., to Farmington, N. Mex.

AMENDMENTS 6/25/64 29 F.R. 5540 (Rewritten)

PENDING AMENDMENT
V-421 From Zuni, N. Mex., via Farmington, N. Mex.; Durango, Colo.; to Gunnison, Colo., excluding the airspace below 1,200 feet above the surface from Farmington to Gunnison.

AMENDMENTS 12/10/64 29 F. R. 14358 (Rewritten)

V-422 From Chicago Heights, Ill., via INT of Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT of Fort Wayne, Ind., 068° and Findlay, Ohio, 289° radials; to Findlay.

AMENDMENTS 3/5/64 29 F.R. 430 (Changed);

V-423 From Williamsport, Pa., via Binghamton, N. Y.; Ithaca, N. Y.; INT of Ithaca 356° radial and Syracuse, N. Y., 211° radials; to Syracuse.

AMENDMENTS 3/5/64 28 F.R. 14420 (Changed);

V-424 From Blue Springs, Mo., via Marshall, Mo., to Macon, Mo.

V-425 From Brookley, Ala., to INT of Brookley 357° and Mobile, Ala., 049° radials.

V-426 From Richwoods, Mo., via St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-427 From Newcomerstown, Ohio, to Briggs, Ohio.

V-428 From Elmira, N. Y., via Ithaca, N. Y.; Georgetown, N. Y.; to Utica, N. Y.

V-429 From Decatur, Ill., via Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT of Joliet 008° and Naperville, Ill., 340° radials; INT of Naperville 340° and Milwaukee, Wis., 198° radials; to Milwaukee.

V-430 From Williston, N. Dak., to Minot, N. Dak.

V-431 From Cambridge, N. Y., via Glens Falls, N. Y.; to the INT of Glens Falls 286° and Albany, N. Y., 343° radials.

V-432 From Thermal, Calif., to Parker, Calif.

V-433 From Washington, D. C., via Andrews, Md.; INT of Andrews 060° and Baltimore, Md., 097° radials (6 miles wide from Andrews to 5 miles from Andrews); New Castle, Del.; Yardley, Pa.; INT of Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; Carmel, N. Y.; to INT of Carmel 093° and Norwich, Conn., 227° radials.

AMENDMENTS 4/2/64 29 F.R. 1843 (Changed); 5/28/64 29 F.R. 4671 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-434 From Ottumwa, Iowa, via Moline, Ill.; to Peoria, Ill.

V-435 From Rosewood, Ohio, to Attica, Ohio.
AMENDMENTS 6/25/64 29 F.R. 5456 (Rewritten)

V-437 From Daytona Beach, Fla., via Savannah, Ga.; Charleston, S. C.; INT of Charleston 029° and Florence, S. C., 179° radials; to Florence, including a W alternate from Charleston direct to Florence. The airspace below 7,500 feet MSL between Marion, Fla., INT (INT of Daytona Beach 360° and Jacksonville, Fla., 144° radials) and Sea Island, Ga., INT (INT of Jacksonville 027° and Savannah 182° radials), the airspace below 4,500 feet MSL between Savannah and Charleston, and the airspace of the W alternate above 12,000 feet MSL between Charleston and Florence are excluded. The portion outside the United States has no upper limit.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); 9/17/64 29 F.R. 11707 (Changed);

V-439 From Dickinson, N. Dak., to Williston, N. Dak.

V-441 From St. Petersburg, Fla., via INT of St. Petersburg 010° and Ocala, Fla., 213° radials to Ocala, including an E alternate via INT of St. Petersburg 040° and Ocala 171° radials.

V-442 From Hector, Calif., via INT of Needles, Calif., 272° and Goffs, Calif., 163° radials; INT of Goffs 163° and Parker, Calif., 333° radials; to Parker.

V-443 From Bellaire, Ohio, via Newcomerstown, Ohio; Tiverton, Ohio; to Cleveland, Ohio, including an E alternate via INT of Tiverton 017° and Cleveland 138° radials; INT of Cleveland 049° and Aylmer, Ont., Canada 205° radials; Aylmer; to Toronto, Ont., Canada. The airspace within Canada is excluded.

V-445 From La Guardia, N. Y., via INT of La Guardia 338° and Clermont, N. Y., 192° radials; to Clermont. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

PENDING AMENDMENT
In V-445 "Clermont" is deleted whenever it appears and "Kingston" is substituted therefor.
AMENDMENTS 1/7/65 29 F.R. 14785 (Changed)

V-446 From Troy, Ill., via INT of Troy 099° and Centralia, Ill., 056° radials; to Samsville, Ill.

V-447 From Montpelier, Vt., via the INT of Montpelier 020° and Sherbrooke, P.Q., Canada 217° radials; to Sherbrooke. The portion within Canada is excluded.

AMENDMENTS 9/17/64 29 F. R. 9529 (Changed); 11/19/64 29 F. R. 13164 (Rewritten); Amend. Alt. 29 F.R. 14357;

V-448 From Yakima. Wash.. to Ephrata. Wash.

AMENDMENTS 6/25/64 29 F.R. 5316 (Rewritten)

V-449 From DeLancy, N. Y., via Rockdale, N. Y.; to INT of Rockdale 348° and Utica, N. Y., 280° radials.

V-450 From Muskegon, Mich., to Green Bay, Wis. The airspace within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

V-451 From INT of Whitman, Mass., 177° and Providence, R. I., 118° radials via Whitman; to Boston, Mass. The airspace below 1,200 feet above the surface within V-146 is excluded.

V-454 From Evergreen, Ala., via INT of Evergreen 075° and Columbus, Ga., 219° radials; Columbus; McDonough, Ga.; Greenwood, S. C.; INT of Greenwood 060° and Fort Mill, S. C., 227° radials; Fort Mill; Liberty, N. C.; Lawrenceville, Va.; to Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Hattiesburg, Miss., including a W alternate from New Orleans to Hattiesburg via INT of New Orleans 357° and Hattiesburg 221° radials; to Meridian, Miss. (6 miles wide Hattiesburg to Meridian), including a W alternate via INT of Hattiesburg 010° and Meridian 229° radials. The airspace at and below 1,200 feet MSL between New Orleans and Hattiesburg is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed);

V-457 From Norwich, Conn., via Providence, R. I.; INT of Providence 017° and Boston, Mass., 223° radials; to Boston.

V-458 From Julian, Calif., via INT of Julian 130° and Imperial, Calif. 272° radials; to Imperial.

AMENDMENTS 9/17/64 29 F. R. 8165 (Changed)

V-459 From Long Beach, Calif., via Lake Hughes, Calif., Porterville, Calif.; Friant, Calif.; INT of Friant 319° and Linden, Calif., 124° radials; to Linden.

V-460 From Julian, Calif., via INT of Julian 055° and Blythe, Calif., 272° radials; to Blythe.

V-461 From Gila Bend, Ariz., to Buckeye, Ariz.

V-462 From Bemidji, Minn., via Grand Rapids, Minn.; to Duluth, Minn. From Houghton, Mich., via Whitefish, Mich., to Sault Ste. Marie, Mich. The airspace within Canada is excluded.

AMENDMENTS 7/23/64 29 F. R. 7314 (Changed)

V-464 From Dunkirk, N. Y., to Geneseo, N. Y.

V-465 From Miles City, Mont., to Williston, N. Dak., including an E alternate.

V-467 From La Guardia, N. Y., via INT of La Guardia 338° and Huguenot, N. Y., 131° radials; to Huguenot.

V-469 From Danville, Va., to Lynchburg, Va.

V-470 From Lakehead, Ont., Canada, via Houghton, Mich.; Marquette, Mich.; INT of Marquette 067° and Whitefish, Mich., 282° radials; to Whitefish. The airspace within Canada is excluded. The portion of this airway within R-4208 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F.R. 4 (Changed):

V-471 From INT of Princeton, Maine, 208° and Bangor, Maine, 132° radials via Bangor; Millinocket, Maine; Houlton, Maine; to INT of Houlton 085° radial and United States-Canadian border.

V-472 From Franklin, Va., to Elizabeth City, N. C.

V-474 From Bellaire, Ohio, via Indian Head, Pa.; St. Thomas, Pa.; to Lancaster, Pa.

V-475 From Deer Park, N. Y., via Madison, Conn.; to Putnam, Conn., including an E alternate via Norwich, Conn.

V-476 From Washington, D. C., via Baltimore, Md. (6 miles wide from Washington to Baltimore); to Millville, N. J. The airspace within R-4001 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

V-477 From Houston, Tex., via Leona, Tex., including an E alternate via Houston 353° and Leona 141° radials and a W alternate via Houston 314° and Leona 173° radials; INT of Leona 338° and Dallas, Tex., 170° radials; to Dallas, including an E alternate via Leona 353° and Dallas 155° radials.

V-478 From Falmouth, Ky., via Newcombe, Ky.; to Beckley, W. Va.

V-479 From Northbrook, Ill., via INT of Northbrook 348° and Milwaukee, Wis., 161° radials; to Milwaukee.

V-483 From Sparta, N.J., via Hugenot, N.Y.; Delancey, N.Y.; Rockdale, N.Y.; INT of Rockdale 325° and Syracuse, N.Y., 100° radials; to Syracuse.

V-484 From Salt Lake City, Utah, via Myton, Utah; Grand Junction, Colo.; Gunnison, Colo., including an S alternate via INT of Grand Junction 129° and Gunnison 264° radials; INT of Gunnison 110° and Alamosa, Colo., 339° radials; to Alamosa.

V-485 From Ventura, Calif., 6 miles wide to INT Ventura 331° and Fellows, Calif., 142° radials; thence Fellows, Calif., 142° radials; Fellows; Priest, Calif.; INT of Priest 331° and Oakland, Calif., 131° radials; to Oakland. The airspace within W-289 and and R-2520, the airspace within R-2519 more than 3 statute miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded. The airspace within R-2527 and the remaining airspace within R-2519 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

V-487 From Poughkeepsie, N. Y., via Cambridge, N. Y.; to INT of Cambridge 002° and Glens Falls, N. Y., 032° radials; Burlington, Vt.; INT of Burlington 359° and St. Johns, Quebec, Canada, 158° radials; St. Johns; to St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-489 From INT of Huguenot, N. Y., 144° and Carmel, N. Y., 232° radials; via Clermont, N. Y.; Albany, N. Y.; Glens Falls, N. Y.; to Plattsburgh, N. Y. The airspace within R-5206 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 5/28/64 29 F.R. 4671 (Changed)

PENDING AMENDMENT
In V-489 "Clermont" is deleted whenever it appears and "Kingston" is substituted therefor.
AMENDMENTS 1/7/65 29 F.R. 14785 (Changed)

V-490 From Utica, N. Y., via Cambridge, N. Y.; Manchester, N. H.; to INT of Manchester 117° and Boston, Mass., 014° radials.

V-491 From Lafayette, Ind., via INT of Lafayette 313° and Peotone, Ill., 153° radials; to Peotone.

V-492 From St. Petersburg, Fla., via La Belle, Fla.; Pahokee, Fla.; to West Palm Beach, Fla., including an S alternate from La Belle to West Palm Beach via INT of La Belle 112° and West Palm Beach 266° radials, and also an N alternate from La Belle to West Palm Beach via INT of La Belle 043° and West Palm Beach 314° radials and excluding the airspace between the main and the N alternate.

V-493 From Lexington, Ky., via York, Ky.; Appleton, Ohio; to Waterville, Ohio.

V-494 From Sacramento, Calif., via INT of Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT of Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen; Mount Moses, Nev.; Elko, Nev.; Wells, Nev.; to Malad City, Idaho. The airspace within R-4802 and R-4803 is excluded.

V-496 From Utica, N. Y., via INT of Utica 091° and Glens Falls, N. Y., 246° radials to Glens Falls.

AMENDMENTS 3/5/64 29 F.R. 253 (Rewritten);

V-497 From John Day, Oreg., to The Dalles, Oreg.

V-500 From Portland, Oreg., via Newberg, Oreg.; John Day, Oreg.; to Boise, Idaho.

V-501 From Martinsburg, W. Va., via St. Thomas, Pa.; Philipsburg, Pa.; Slate Run, Pa.; to Wellsville, N. Y.

V-502 From Louisville, Ky., to Falmouth, Ky.

V-503 From Goffs, Calif., to Beatty, Nev.

V-505 From Helena, Mont., via INT of Helena 089° and Great Falls, Mont., 180° radials; to Great Falls.

V-507 From Lovelock, Nev., via Sod House, Nev.; Rome, Oreg.; to Boise, Idaho.

V-516 From Liberal, Kans., via Anthony, Kans.; Ponca City, Okla.; to Oswego, Kans.

V-518 From Fillmore, Calif., via INT of Fillmore 107° and Ventura, Calif., 061° radials; INT of Ventura 061° and Palmdale, Calif., 233° radials; to Palmdale.

AMENDMENTS 8/20/64 29 F.R. 8260 (Rewritten)

V-520 From INT of Pendleton, Wash., 311° and Pasco, Wash., 262° radials via Pasco; Walla Walla, Wash.; to Lewiston, Idaho.

V-524 From Laramie, Wyo., via INT of Laramie 069° and Scottsbluff, Nebr., 254° radials; to Scottsbluff.

V-525 From Fayetteville, N. C., via INT of Fayetteville 098° and New Bern, N. C., 256° radials; to New Bern. The airspace below 2,500 feet MSL from Fayetteville to 16 nmi W of New Bern and the airspace above 9,000 feet MSL is excluded.

V-530 From Texico, N. Mex.; to Childress, Tex.

V-536 From Walla Walla, Wash., to Mullan Pass, Idaho.

V-538 From Twentynine Palms, Calif., via INT of Twentynine Palms 043° and Goffs, Calif., 200° radials; Goffs; to Las Vegas, Nev. The airspace within R-2501 is excluded.

V-802 EASTBOUND From Blue Springs, Mo., via Blackwater, Mo.; Readsville, Mo.; Maryland Heights, Mo.; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio; Newcomerstown, Ohio; Wheeling, W. Va.; Allegheny, Pa.; Johnstown, Pa.; INT of Ravine, Pa., 279° and Harrisburg, Pa., 312° radials; Selinsgrove, Pa.; INT of Selinsgrove 083°; and Ravine 040° radials; Allentown, Pa.; to Solberg, N. J.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

V-804 **WESTBOUND** From Stillwater, N. J., via Thornhurst, Pa.; Williamsport, Pa.; Keating, Pa.; Clarion, Pa.; INT of Clarion 214° and Imperial, Pa., 045° radials; Imperial; Tiverton, Ohio; Rosewood, Ohio; INT of Rosewood, 261° and Indianapolis, Ind., 069° radials; Indianapolis; Terre Haute, Ind.; Vandalia, Ill.; St. Louis, Mo.; Hallsville, Mo.; Marshall, Mo.; to Kansas City, Mo.

V-805 **Southbound** From Solberg, N. J., via West Chester, Pa.; New Castle, Del.; Kenton, Del.; INT Kenton 217° and Salisbury, Md., 340° radials; Salisbury; Snow Hill, Md.; Cape Charles, Va.; Norfolk, Va.; Cofield, N. C.; Kinston, N. C.; Wilmington, N.C.; Myrtle Beach, S. C.; Charleston, S. C.; Savannah, Ga.; Brunswick, Ga.; to Jacksonville, Fla.

AMENDMENTS 9/17/64 29 F.R. 9533 (Added); Amend. Alt.29 F.R. 11259;

V-806 **SOUTHBOUND** From Brooke, Va., via Flat Rock, Va.; INT Flat Rock 171° and Lawrenceville, Va., 034° radials; Lawrenceville; Rocky Mount, N.C.; INT Rocky Mount 191° and Wilmington, N.C., 352° radials; to Wilmington.

AMENDMENTS 9/17/64 29 F.R. 9533 (Added)

V-807 **NORTHWESTBOUND** From Sparta, N.J., via Wilkes-Barre, Pa.; Binghamton, N.Y.; Ithaca, N.Y.; to Rochester, N.Y.

AMENDMENTS 9/17/64 29 F.R. 9533 (Added)

V-810 **EASTBOUND** Linden, Calif., via INT of Linden 046° and Reno, Nev., 208° radials; INT of Reno 208° and Lake Tahoe, Calif., 078° radials; INT of Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen; Mount Moses, Nev.; Elko, Nev.; Bonneville, Utah; Salt Lake City, Utah; Fort Bridger, Wyo.; Rock Springs, Wyo.; Cherokee, Wyo.; Medicine Bow, Wyo.; Chadron, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT of Northbrook 093° and Keeler, Mich.; 271° radials; Keeler; INT of Keeler 084° and Litchfield 293° radials; Litchfield; Windsor, Ontario, Canada; Erie, Pa.; Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; Yardley, Pa.; to Robbinsville, N. J. The airspace within Canada and the airspace within R-4802 and R-4803 is excluded.

PENDING AMENDMENT

In V-810 "Windsor, Ontario, Canada; Erie, Pa.;" is deleted and "INT of Litchfield 081° and Windsor, Ont., Canada, 265° radials; Windsor; INT Windsor 100° and Erie, Pa., 275° radials; Erie;" is substituted therefor.
AMENDMENTS 11/19/64 29 F. R. 14621 (Changed)

V-819 **NORTHBOUND** From Miami, Fla., via Fort Myers, Fla.; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; INT of Alma 335° and Dublin, Ga., 137° radials; Dublin; INT of Dublin 330° and McDonough, Ga., 119° radials; McDonough; Rex, Ga.; Crossville, Tenn.; Highway, Tenn.; Louisville, Ky.; Nabb, Ind.; Shelbyville, Ind.; Lafayette, Ind.; to Chicago Heights, Ill.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)
PENDING AMENDMENT
In V-819 "Taylor, Fla.; Alma, Ga.; INT Alma 335° and Dublin, Ga., 137° radials; Dublin; INT of Dublin 330° and McDonough, Ga., 119° radials;" is deleted and "Taylor, Fla.; Waycross, Ga.; Alma, Ga.; Dublin, Ga.; INT Dublin 315° and McDonough, Ga., 136° radials;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925 Eff. date changed 4/2/64 29 F.R. 1561: Eff. date changed July, 1964 29 F.R. 2934; Eff date changed 10/15/64 29 F.R 11112: Eff. date changed 11/12/64 29 F.R. 12362: Eff. date changed 2/4/65 29 F.R. 14918:

V-830 **NORTHEASTBOUND** From Dallas, Tex., via Paris, Tex.; Texarkana, Ark.; Pine Bluff, Ark.; INT of Pine Bluff 067° and Memphis, Tenn., 241° radials; Memphis; Jacks Creek, Tenn.; Graham, Tenn.; Nashville, Tenn.; Highway, Tenn.; London, Ky.; Whitesburg, Ky.; Bluefield, W. Va.; Clifdale, Va.; Montebello, Va.; Gordonsville, Va.; to INT of Gordonsville 058° and Washington, D. C., 189° radials.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

V-837 **NORTHEASTBOUND** From Picayune, Miss., via Greene County, Miss.; Evergreen, Ala.; Montgomery, Ala.; La Grange, Ga.; Atlanta, Ga.; Rex, Ga.; Royston, Ga.; Spartanburg, S. C.; Greensboro, N. C.; South Boston, Va.; Gordonsville, Va.; Nottingham, Md., 6 miles wide to Kenton, Del.; thence via INT of Kenton 086° and Sea Isle, N. J. 049° radials; INT of Sea Isle 049° and Hampton, N. Y., 223° radials; Hampton; INT of Hampton 059° and Providence, R. I., 212° radials; Providence, thence 6 miles wide to Whitman, Mass., thence to INT of Whitman 041° and Boston, Mass., 133° radials. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Kennedy, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 8/20/64 29 F.R. 7817 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-839 **NORTHBOUND** From Miami, Fla., via Fort Myers, Fla.; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Alma, Ga.; Allendale, S. C.; Columbia, S. C.; Fort Mill, S. C.; Pulaski, Va.; Beckley, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; Briggs, Ohio; to Cleveland, Ohio.

PENDING AMENDMENT
In V-839 "Taylor, Fla.;" is deleted and "Taylor, Fla.; Waycross, Ga.;" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925 Amend Alteration (Eff. Date Changed) 4/2/64 29 F. R. 1561; Eff. date changed July, 1964 29 F.R. 2934; Eff. date changed 10/15/64 29 F.R. 11112; Eff. date changed 11/12/64 29 F.R. 12362; Eff. date changed 2/4/65 29 F. R. 14918;

V-843 **SOUTHBOUND** From Peotone, Ill., via Danville, Ill.; Lewis, Ind.; Scotland, Ind.; Bowling Green, Ky.; Chattanooga, Tenn.; INT of Chattanooga 152° and Atlanta, Ga., 007° radials; Atlanta; Albany, Ga.; Greenville, Fla.; Cross City, Fla.; Lakeland, Fla.; La Belle, Fla.; to Miami, Fla.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

V-845 **SOUTHBOUND** From Joliet, Ill., via Bradford, Ill.; Burlington, Iowa; Quincy, Ill.; Hallsville, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Tulsa, Okla., 088° and Neosho 223° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

V-846 **WESTBOUND** From INT of Polo, Ill., 088°, Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Cedar Rapids, Iowa; Newton, Iowa; Neola, Iowa; Wolbach, Nebr.; INT of Wolbach 251° and Hayes Center, Nebr., 059° radials; Hayes Center; Akron, Colo.; INT of Akron 238° and Denver, Colo.; 101° radials; to Denver.

V-853 **SOUTHEASTBOUND** From INT of Farmington, Minn., 077° and Minneapolis, Minn., 131° radials; Nodine, Minn.; Lone Rock, Wis.; INT of Lone Rock 147° and Janesville, Wis., 294° radials; Janesville; INT of Janesville 111° and Naperville, Ill., 340° radials; to the INT of Naperville 340° and Northbrook, Ill., 273° radials. From the INT of Naperville 090° and Peotone, Ill., 003°; Peotone, 6 miles wide to Monterey; Fort Wayne, Ind.; Findlay, Ohio; INT of Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Front Royal, Va.; to Herndon, Va.

AMENDMENTS 9/17/64 29 F. R. 9529 (Changed)

V-854 **WESTBOUND** From INT of Polo, Ill., 088° Rockford, Ill., 136° and Naperville, Ill., 290° radials via Polo; Dubuque, Iowa; Waterloo, Iowa; Fort Dodge, Iowa; Sioux City, Iowa; O'Neill, Nebr.; Chadron, Nebr.; Medicine Bow, Wyo.; Cherokee, Wyo.; Rock Springs, Wyo.; Fort Bridger, Wyo.; Ogden, Utah; Lucin, Utah; Wells, Nev.; INT of Wells 256° and Battle Mountain, Nev., 062° radials; Battle Mountain; Lovelock, Nev.; Reno, Nev.; INT of Reno 257° and Sacramento, Calif., 038° radials; Sacramento; INT of Sacramento 212° and Oakland, Calif., 039° radials; to Oakland. The airspace within R-3302 is excluded.

V-855 **NORTHWESTBOUND** From Chicago, Ill.; via INT of Chicago 269° and Rockford, Ill., 136° radials; Rockford; Rewey, Wis.; Waukon, Wis.; Rochester, Minn.; to Farmington, Minn.

AMENDMENTS 3/5/64 29 F.R. 430 (Changed); 9/17/64 29 F.R. 9533 (Changed);

V-859 **SOUTHBOUND** From INT of Joliet, Ill., 067° and Roberts, Ill., 008° radials via Roberts; Decatur, Ill.; INT of Decatur direct radial to Troy, Ill., and St. Louis, Mo., 062° radial; St. Louis; Vichy, Mo.; Springfield, Mo.; Neosho, Mo.; INT of Neosho 223° and Tulsa, Okla., 088° radials; Okmulgee, Okla.; Ardmore, Okla.; INT of Ardmore 176° and Dallas, Tex., 324° radials; to Dallas.

V-861 **NORTHBOUND** From Poughkeepsie, N. Y., via Hartford, Conn.; INT of Hartford 076° and Providence, R. I., 270° radials; INT of Providence 270° and Norwich, Conn.; 043° radials; to Boston, Mass.

V-863 From La Guardia, N. Y., via Madison, Conn.; Norwich, Conn.; to Boston, Mass.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 5/28/64 29 F.R. 4671 (Changed); 6/25/64 29 F.R. 5456 (Rewritten)

V-875 **SOUTHWESTBOUND** From Boston, Mass., via INT of Gardner, Mass., 150° and Hartford, Conn., 044° radials; Hartford; Carmel, N. Y.; INT of Carmel 232° and Huguenot, N. Y., 144° radials; Solberg, N. J.; West Chester, Pa.; INT of West Chester, 250° and Westminster, Md., 065° radials; Westminster; Herndon, Va.; Casanova, Va.; Montebello, Va.; INT of Montebello 250° and Roanoke, Va.; 035° radials; Roanoke; Pulaski, Va.; Holston Mountain, Tenn.; Knoxville, Tenn.; INT of Knoxville 247° and Chattanooga, Tenn., 037° radials; Chattanooga; Birmingham, Ala.; Tuscaloosa, Ala.; INT of Tuscaloosa 239° and Meridian, Miss., 040° radials; Meridian; Hattiesburg, Miss. (6 miles wide Meridian to Hattiesburg); to INT of Hattiesburg 221° and New Orleans, La., 357° radials.

AMENDMENTS 5/28/64 29 F.R. 4671 (Changed); 9/17/64 29 F.R. 9529 (Changed);

V-879 SOUTHBOUND From Boston, Mass., via INT of Boston, 256° and Putnam, Conn., 043° radials; Putnam; Norwich, Conn.; Riverhead, N. Y.; to Deer Park, N. Y.

V-880 SOUTHWESTBOUND From INT of Sparta, N. J., 300° and Tannersville, Pa., 055° radials via Wilkes-Barre, Pa.; Stonyfork, Pa.; Bradford, Pa.; Erie, Pa.; Windsor, Ontario, Canada; Salem, Mich.; INT of Pullman, Mich., 091° and Keeler, Mich., 061° radials; Pullman; to Northbrook, Ill. From Chicago, Ill., via INT of Chicago 269° and Bradford, Ill., 033° radials; Bradford; Burlington, Iowa; Kirksville, Mo.; to Kansas City, Mo. The airspace in Canada is excluded.

PENDING AMENDMENT

In V-880 "Windsor, Ontario, Canada;" is deleted and "INT of Erie 275° and Windsor, Ont., Canada, 100° radials; Windsor;" is substituted therefor. 11/19/64 29 F. R. 14621 (Changed)

V-881 SOUTHBOUND From Cleveland, Ohio, via Tiverton, Ohio; Zanesville, Ohio; Charleston, W. Va.; Blackford, Va.; Holston Mountain, Tenn.; Asheville, N. C.; Greenwood, S. C.; Augusta, Ga.; INT of Augusta 157° and Savannah, Ga., 321° radials; INT of Savannah 321° and Allendale, S. C., 216° radials; Alma, Ga.; Taylor, Fla.; Gainesville, Fla.; Ocala, Fla.; Lakeland, Fla.; La Belle, Fla.; to Miami, Fla.

PENDING AMENDMENT

In V-881 "Alma. Ga.:" is deleted and "Alma. Ga.: Waycross. Ga.:" is substituted therefor.
12/12/63 28 F. R. 11185 (Changed); Amend Alteration (Eff. Date Changed) 2/6/64 28 F. R. 12925 Amend Alteration (Eff. Date Changed) 4/2/64 29 F. R. 1561; Eff. date changed July, 1964 29 F.R. 2934; Eff. date changed 10/15/64 29 F.R. 11112; Eff. date changed 11/12/64 29 F.R. 12362; Eff. date changed 2/4/65 29 F. R. 14918;

V-887 SOUTHBOUND From Casanova, Va., via Montebello, Va.; Clifdale, Va.; Bluefield, W. Va.; Whitesburg, Ky.; London, Ky.; Highway, Tenn.; Nashville, Tenn.; Graham, Tenn.; Jacks Creek, Tenn.; Memphis, Tenn.; INT of Memphis 241° and Pine Bluff, Ark., 067° radials; Pine Bluff; Texarkana, Ark.; Sulphur Springs, Tex.; to Dallas, Tex.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

V-888 SOUTHBOUND From Boston, Mass., via INT of Boston 256° and Putnam, Conn., 043° radials; Putnam; Norwich, Conn.; INT of Norwich 177° and Hampton, N. Y., 059° radials; Hampton; INT of Hampton 223° and Sea Isle, N. J., 049° radials (Dutch INT); INT of Sea Isle 049° and Kenton, Del., 086° radials (Avalon INT); Kenton; to Nottingham, Md. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Kennedy, N. Y., 087° and 141° radials is excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed); 9/17/64 29 F.R. 9529 (Changed);

§71.125 Alaskan VOR Federal Airways.

1/24/64 29 F. R. 1046

V-436 From King Salmon, Alaska, via INT of King Salmon 068° and Kenai, Alaska, 217° radials; Kenai, including an E alternate from INT of King Salmon 068° and Kenai 217° radials to Kenai via Homer; to Anchorage, Alaska.

AMENDMENTS 8/20/64 29 F.R. 8165 (Changed); 9/17/64 29 F.R. 9529 (Rewritten);

V-438 From Shuyak, Alaska, RBN via Homer, Alaska; INT of Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Talkeetna, Alaska, including a W alternate; Nenana, Alaska; to Fort Yukon, Alaska. The airspace within R-2206 is excluded.

AMENDMENTS 3/5/64 29 F.R. 253 (Changed); 8/20/64 29 F.R. 8165 (Changed); 9/17/64 29 F.R. 9529 (Rewritten);

V-440 From Biorka Island, Alaska, via Yakutat, Alaska; Middleton Island, Alaska; Anchorage, Alaska, including an S alternate from Middleton Island to Anchorage via INT Middleton Island 298° and Anchorage 163° radials, excluding the airspace between the main and this alternate airway; INT Anchorage 309° and McGrath, Alaska, 122° radials; McGrath; Unalakleet, Alaska; to Nome, Alaska. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 2/6/64 28 F.R. 13297 (Changed); 5/28/64 29 F. R. 3225 (Changed)
AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten) Amend. Alt. 29 F.R. 11914;
AMENDMENTS 9/17/64 29 F.R. 9820 (Changed)

V-444 From Big Delta, Alaska, to the INT of the Big Delta 121° radial and the Northway, Alaska, RR.

AMENDMENTS 9/17/64 29 F.R. 9663 (Added)

PENDING AMENDMENT
In V-444 From Big Delta, Alaska." is deleted and "From INT Big Delta, Alaska, 313° and Nenana, Alaska 064° radials (Fairbanks ILS LMN), via Big Delta;" is substituted therefor.

AMENDMENTS 12/10/64 29 F. R. 14357 (Changed)

V-452 From Nome, Alaska, via Moses Point, Alaska, including an N alternate; Galena, Alaska, to Nenana, Alaska.

AMENDMENTS 7/23/64 29 F. R. 7018 (Changed)
AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten); Amend. Alt. 29 F.R. 11914;

V-453 From King Salmon, Alaska, via Dillingham, Alaska, including an S alternate; INT Bethel, Alaska, 143° and Dillingham 313° radials; to Bethel.

AMENDMENTS 9/17/64 29 F.R. 11113 (Added)

V-456 From King Salmon, Alaska, to Anchorage, Alaska.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten)

V-463 From Anchorage, Alaska, to Skwentna, Alaska, RR.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten)

V-480 From Bethel, Alaska, via McGrath, Alaska; Nenana, Alaska; to Fairbanks, Alaska, ILS LMM.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten); 10/15/64 29 F.R. 12013 (Changed);

V-488 From Galena, Alaska, via INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including an S alternate; to Nenana, Alaska.

AMENDMENTS 4/2/64 29 F.R. 606 (Added); 9/17/64 29 F.R. 9529 (Rewritten);

V-495 From Biorka, Alaska, to Sisters Island, Alaska.

V-498 From McGrath, Alaska, to Galena, Alaska.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten)

V-504 From Nenana, Alaska, to Bettles, Alaska.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten)

V-506 From King Salmon, Alaska, via Bethel, Alaska, to Nome, Alaska.

AMENDMENTS 10/15/64 29 F.R. 12013 (Changed)

V-508 From Middleton Island, Alaska, to Kenai, Alaska. The airspace within W-533 is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Rewritten)

V-510 From INT of McGrath, Alaska, 122° and Big Lake, Alaska, 292° radials via Big Lake; to INT of Big Lake 073° radial and Sheep Mountain, Alaska, RBN 343° bearing.

AMENDMENTS 9/17/64 29 F.R. 9663 (Added); 9/17/64 29 F.R. 9529 (Rewritten);

V-512 From Sisters Island, Alaska, to INT of Yakutat, Alaska, 139° and Sisters Island 272° radials. The airspace below 2,000 feet MSL outside the United States is excluded.

§71.127 Hawaiian VOR Federal Airways.

1/24/64 29 F. R. 1047 (Rerun)

V-1 HAWAII From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via INT of Molokai 268° and Honolulu 113° radials; Lanai, Hawaii; INT of Maui, Hawaii, 183° and Lanai 107° radials; INT of Maui 183° and Lanai 118° radials; Upolu Point, Hawaii; INT of Upolu Point 093° and Hilo, Hawaii, 034° radials; to Hilo. The airspace within R-3104 and W-320 is excluded. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843

V-2 HAWAII From South Kauai, Hawaii, via Lihue, Hawaii; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; INT of Honolulu 113° and Lanai, Hawaii, 304° radials; Lanai, including an S alternate; INT of Lanai 107° and Upolu Point, Hawaii, 306° radials; Upolu Point; INT of Upolu Point 093° and Hilo, Hawaii, 334° radials; Hilo; to INT of Hilo 091° radial and Long. 154° 31' 00" W. The airspace within R-3104 and W-320 is excluded. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843

V-3 HAWAII From INT of Hilo, Hawaii, 173° radial and a point 36 miles S of Hilo via Hilo; to INT of Hilo 004° and Upolu Point, Hawaii, 093° radials. The airspace below 1,200 feet AG is excluded.

Amendments 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843

V-4 HAWAII From INT of Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials via Koko Head; to INT of Koko Head 065° and Upolu Point, Hawaii, 002° radials.
The airspace below 3,500 feet AG from the INT of Lihue 186° and Koko Head 254° radials to the INT of Koko Head 254° and South Kauai, Hawaii, 133° radials, and below 1,200 feet AG from the INT of Koko Head 254° and South Kauai 133° radials to the INT of Koko Head 065° and Molokai, Hawaii, 311° radials and below 2,500 feet AG from the INT of Koko Head 065° and Molokai 311° radials to the INT of Koko Head 065° and Upolu Point 002° radials is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843
AMENDMENTS 9/17/64 29 F.R. 9529 (Changed)

V-5 HAWAII From the INT of Lanai, Hawaii, 118° and Maui, Hawaii, 179° radials, via INT Maui 179° and Lanai 140° radials; to INT Lanai 140° and Upolu Point, Hawaii 211° radials, excluding the airspace below 1,200 feet above the surface.

AMENDMENTS 11/12/64 29 F.R. 12612 (Added);

V-6 HAWAII From INT of Molokai, Hawaii 067° and Maui, Hawaii 331° radials via Maui; INT of Maui 080° and Hilo, Hawaii 334° radials; to Hilo. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843;

V-7 HAWAII From Lanai, Hawaii, to Molokai, Hawaii. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843;

V-8 HAWAII From INT of Honolulu, Hawaii, 179° and Molokai, Hawaii, 268° radials via Molokai; to INT of Molokai 067° and Upolu Point, Hawaii, 010° radials. The airspace below 1,200 feet AG from the INT of Honolulu 179° and Molokai 268° radials to the INT of Molokai 067° and Maui, Hawaii, 331° radials and below 2,500 feet AG from the INT of Molokai 067° and Maui 331° radials to the INT of Molokai 067° and Upolu Point 010° radials is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843; 9/17/64 29 F.R. 9529 (Changed);

V-9 HAWAII From INT of Lanai, Hawaii, 224° and Honolulu, Hawaii, 179° radials to Honolulu.
The airspace above Flight level 300 within W-321 (Area C) and the airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843; 9/17/64 29 F.R. 9529 (Changed);

V-10 HAWAII From Hilo, Hawaii, to INT of Hilo 051° and Upolu Point, Hawaii, 081° radials. The airspace below 1,200 feet above the surface from Hilo to the INT of the Hilo 051° and the Upolu Point 093° radials, and the airspace below 2,500 feet MSL from the INT of the Hilo 051° and the Upolu Point 093° radials to the INT of the Hilo 051° and the Upolu Point 081° radials, is excluded.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed)

V-11 **HAWAII** From INT of Lanai, Hawaii, 149° and Upolu Point, Hawaii, 211° radials via Upolu Point; to INT of Upolu Point 349° and Maui, Hawaii, 080° radials. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843:

V-12 **HAWAII** From INT of Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials via Honolulu; Koko Head, Hawaii; to INT of Koko Head 050° and Maui, Hawaii, 012° radials.
The airspace below 3,500 feet AG from the INT of Lihue 195° and Honolulu 269° radials to the INT of South Kauai, Hawaii, 133° and Honolulu 269° radials, and below 1,200 feet AG from the INT of South Kauai 133° and Honolulu 269° radials to the INT of Koko Head 050° and Molokai, Hawaii, 311° radials, and below 2,500 feet AG from the INT of Koko Head 050° and Molokai 311° radials to the INT of Koko Head 050° and Maui 012° radials is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843; 9/17/64 29 F.R. 9529 (Changed);

V-13 **HAWAII** From Lihue, Hawaii, via INT of Lihue 145° and Honolulu, Hawaii, 269° radials; INT of South Kauai, Hawaii, 133° and Koko Head, Hawaii, 254° radials, to Koko Head. The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843;

V-14 **HAWAII** From INT of South Kauai, Hawaii, 271° radial and longitude 161°20'00" W., via South Kauai; INT of South Kauai 133° and Koko Head, Hawaii, 254° radials; to Koko Head. The airspace within R-3101 and W-510 and the airspace below 5,000 feet AG from the INT of the South Kauai 271° radial and Long. 161°20'00" W., to Long 159°43'00" W., and below 1,200 feet AG from Long. 159°43'00" W., to Koko Head is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843;
AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); Amend. Alt. 29 F.R. 11914;

V-15 **HAWAII** From INT of South Kauai, Hawaii, 288° radial and longitude 161°15'00" W., via South Kauai; INT of South Kauai 108° and Lihue, Hawaii, 130° radials; INT of Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu, Koko Head, Hawaii; Molokai, Hawaii; Maui, Hawaii; INT of Maui 095° and Hilo, Hawaii, 334° radials; to Hilo.
The airspace within R-3101 and W-510 and the airspace below, 5,000 feet AG from the INT of South Kauai 288° radial and Long. 161°15'00" W., to Long. 159°43'00" W., and below 1,200 feet AG from Long. 159°43'00" W., to Hilo is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843;
AMENDMENTS 9/17/64 29 F.R. 9529 (Changed); Amend. Alt. 29 F.R. 11914;

V-16 **HAWAII** From Honolulu, Hawaii, via INT of Honolulu 179° and Lanai; Hawaii, 289° radials; Lanai; Upolu Point, Hawaii; INT of Upolu Point 108° and Hilo, Hawaii, 034° radials; to Hilo. The airspace within R-3104 shall be used only after obtaining prior approval from appropriate authority.
The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed); Amend. Alt. 29 F.R. 1843:

V-17 **HAWAII** From INT of Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials to Maui. The airspace within R-3104 shall be used only after obtaining prior approval from appropriate authority.
The airspace below 1,200 feet AG is excluded.

AMENDMENTS 4/2/64 29 F.R. 1446 (Changed) Amend. Alt. 29 F.R. 1843;

SUBPART D - CONTINENTAL CONTROL AREA

§ 71.151 Restricted areas included.

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102 Fort McClellan, Ala.
R-2104 Huntsville, Ala.
R-2301 Ajo, Arizona. on publ. 3/17/64 29 F.R. 3420 (Added)
R-2303A Fort Huachuca, Arizona. on publ. 5/15/64 29 F. R. 6377 (Added)
R-2303B Fort Huachuca, Arizona. on publ. 5/15/64 29 F. R. 6377 (Added)
R-2304 Gila Bend, Arizona. on publ. 3/17/64 29 F.R. 3420 (Added)
R-2305 Gila Bend, Arizona. on publ. 3/17/64 29 F.R. 3420 (Added)
R-2307 Yuma, Arizona
R-2402 Fort Chaffee, Ark.
R-2501 Bullion Mountains, Calif.
R-2502 Fort Irwin, Calif.
R-2503 Camp Pendleton, Calif.
R-2505 China Lake, Calif.
R-2507 Chocolate Mountains, Calif.
R-2508 California Complex.
R-2509 Cuddeback Dry Lake, Calif.
R-2510 El Centro, Calif.
R-2513 Hunter-Liggett, Calif.
R-2515 Muroc Lake, Calif.
R-2519 Point Mugu, California
R-2521 Salton Sea, Calif.
R-2524 Trona, Calif.
R-2525 Vernalis, Calif.
R-2528 Newman, Calif.
R-2601 Fort Carson, Colo.
R-2901C Avon Park West, Fla.
R-2902 Banana River, Fla.
R-2903A Jacksonville East, Fla.
R-2903B Stevens Lake, Fla.
R-2903D Jacksonville West, Fla.
R-2907 Lake George, Fla.
R-2910 Pinecastle, Fla.
R-2912B Panama City, Fla.
R-2914 Valparaiso, Fla.
R-2915A Eglin AFB, Fla. 5/28/64 29 F.R. 4670 (Added)
R-2915B Eglin, AFB, Fla. 5/28/64 29 F.R. 4670 (Added)
R-3005A Fort Stewart, Ga.
R-3005B Fort Stewart, Ga.
R-3401 Camp Atterbury, Ind.
R-3403 Jefferson Proving Ground, Ind.
R-3702 Fort Campbell, Ky.
R-3703 Fort Campbell, Ky.
R-3704 Fort Knox, Ky.
R-3801 Camp Claiborne, La.
R-3803 Fort Polk, La.
R-3804A Fort Polk, La.
R-4001 Aberdeen, Md.
R-4105 No Man's Land Island, Mass.
R-4207 Upper Lake Huron, Mich.
R-4305 Lake Superior, Minn.
R-4803 Fallon, Nev. 9/17/64 29 F.R. 11115 (Added)
R-4804 Twin Peaks, Nev. 9/17/64 29 F.R. 11115 (Added)
R-4805 Sahwave Mountains, Nevada
R-4806 Las Vegas, Nev.
R-4810 Desert Mountains, Nevada

R-5103A	McGregor, N. Mex.	
R-5103B	McGregor, N. Mex.	
R-5104	Melrose, N. Mex.	On publ. 1/30/64 29 F. R. 1560 (Added);
R-5106	Orogrande, N. Mex.	
R-5107A	White Sands Proving Grounds, N. Mex.	
R-5107C	White Sands Proving Grounds, N. Mex.	
R-5109B	White Sands, N. Mex.	
R-5110	McGregor, N. Mex.	
R-5111	Elephant Butte, N. Mexico	
R-5112	Magdalena, N. Mexico	
R-5113	Socorro, N. Mex.	
R-5114	Fort Wingate, N. Mex.	
R-5502	La Carne, Ohio	
R-5503	Wilmington, Ohio	
R-5504	Wilmington, Ohio	
R-5701	Boardman, Oreg.	
R-6301A	Corpus Christi, Texas	11/12/64 29 F.R. 13164 (Added)
R-6301B	Corpus Christi, Texas	11/12/64 29 F.R. 13164 (Added)
R-6302A	Fort Hood, Texas	
R-6302B	Fort Hood, Texas	
R-6302C	Fort Hood, Texas	
R-6404	Wendover, Utah	
R-6408	Indian Creek, Utah	
R-6409	Green River, Utah	
R-6410	Blanding Utah	
R-6611	Dahlgren Complex, Va.	
R-6613	Dahlgren Complex, Va.	
R-6714	Yakima, Wash.	
R-6903	Sheboygan, Wis.	

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace centered on each of the following jet route segments has a vertical extent identical to that of a Jet Route and a lateral extent identical to that of a Federal airway and is designated as a control area. Unless otherwise specified, the place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.163 Designation of additional control areas.

Unless otherwise specified, each control area designated below has a lateral extent identical to that of a Federal airway and extends upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

Control 1132

That airspace bounded on the N by a line 5 miles S of and parallel to the Orlando, Fla., VOR 071° radial, on the E by the 79th meridian and the Miami Oceanic/Nassau Control Area boundary, on the S by Control 1235 and on the W by V-3, excluding the portion below 2,000 feet MSL outside the United States, and excluding the portion within R-2902. The portion of this control area extension within W-497B shall be used during IFR weather conditions only after obtaining prior approval from appropriate authority.

Control 1141

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the INT of the 098° bearing from the Boston, Mass., RBN and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered on the midway point of a direct line between the INT of the 098° bearing from the Boston RBN and the
065° bearing from the Squantum RBN and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension and the portion under the jurisdiction of Canada.

PENDING AMENDMENT
Control 1141
That airspace within tangent lines from the circumference of a 5-mile radius circle centered on the Boston, Mass., radio beacon to a 15-mile radius circle centered on the midway point of a direct line between the Boston radio beacon and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR and that airspace from 18,000 feet MSL to flight level 260 bounded by a line from: latitude 42°43'20" N., longitude 70°22'00" N., thence to latitude 42°52'00" N., longitude 70°16'00" W.; thence to latitude 43°01'30" N., longitude 69°52'00" W.; thence to latitude 43°01'30" N., longitude 69°36'00" W.; thence to the point of beginning; and that airspace from 18,000 feet MSL to flight level 260 inclusive bounded by a line from: latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°42'30" N., longitude 69°30'00" N.; thence to latitude 42°39'00" N., longitude 69°30'00" W.; thence to latitude 42°28'00" N., longitude 70°03'45" W.; thence to the point of beginning excluding the portion under the jurisdiction of Canada, the portion within the confines of Federal airways and the Boston, Mass., control area extension, the portion below 2,000 feet MSL W of the 69°30'00" W. meridian of longitude and the portion below 5,500 feet MSL E of the 69°30'00" W. meridian of longitude.
AMENDMENTS 12/10/64 29 F. R. 14358 (Rewritten)

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at the INT of the 098° bearing from the Boston, Mass., RBN and the 065° bearing from the Squantum, Mass., RBN to a 15-mile radius circle centered at the INT of the 098° bearing from the Boston RBN and the
Western Boundary of the New York Oceanic
Control Area, excluding that portion below 2,000 feet except that airspace within the confines of Federal airways, and excluding the portion within the Boston control area extension.

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Yarmouth, Nova Scotia, Canada, RR to a 5-mile radius circle centered on the Yarmouth RR excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a Great Circle course between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Santa Maria, Azores, RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace which lies within the confines of Federal airway.

Control 1145
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Kindley AFB, Bermuda RR and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

Control 1147
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the 137° bearing from the Newark, N. J., RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airways.

AMENDMENTS 2/6/64 28 F. R. 14310 (Changed);

Control 1148
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Millville, N. J., RR and the INT of the Millville RR SE course and the Atlantic Ocean-U. S. Coastline to a 15-mile radius circle centered on the INT of the Millville RR SW course and the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet outside the United States.

Control 1150
That airspace within a 5-nmi radius of the Carolina Beach, N. C., RBN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, RBN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N, Long. 78°39'15" W, excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area.

Control 1151
That airspace N of Lat. 27°00'00" N, within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., RBN and the Nassau, British West Indies, RBN and circles 5 miles in radius centered on the Carolina Beach RBN and the Nassau RBN, excluding the airspace below 2,000 feet MSL outside the United States. The portion of this control area within W-497-A shall be used only after obtaining prior approval from appropriate authority

Control 1152
That airspace E of Charleston, S. C., within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Charleston RBN and a 5-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the Atlantic Ocean-U.S. Coastline to a 17-mile radius circle centered at the INT of the 109° bearing from the Charleston RBN with the W boundary of the New York Oceanic Control Area, excluding that portion below 2,000 feet MSL outside the United States.

Control 1153
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RBN to an 18-mile radius circle centered at the INT of the 090° bearing from the Jacksonville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet MSL outside the United States.

Control 1169
That airspace within 5 miles either side of a line extending from the Kennedy, N. Y., VORTAC via the INT of the Kennedy VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Kennedy VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Kennedy VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed);

Control 1173
That airspace W of San Francisco bounded by a line beginning at Lat. 38°08'30" N, Long. 122°54'00" W, thence to Lat. 37°14'00" N, Long. 122°24'55" W, thence to Lat. 36°16'00" N, Long. 124°26'00" W, thence to Lat. 37°40'00" N, Long. 125°23'30" W, thence to Lat. 37°50'00" N, Long. 124°24'30" W, thence to Lat. 38°00'00" N, Long. 123°23'00" W, thence to Lat. 38°03'20" N, Long. 123°12'00" W, thence to point of beginning. The portion of this control area within W-513 is excluded at and below 3,000 feet MSL between the hours 8:00 p.m. and 8:00 a.m., p.s.t. Monday through Friday, and is excluded entirely between the hours of 8:00 a.m. and 8:00 p.m p.s.t. Monday through Friday. The portion of this control area W of a line extending from Lat. 37°05' 30" N, Long. 122°43'00" W, via the Farallon Island, Calif., RBN (Lat. 37°41'54" N, Long. 123°00'12"W), to Lat. 37°47'00" N, Long. 123°00'00" W, Lat. 37°53'20" N, Long. 123°04'55" W, Lat. 37°56'00" N, Long. 123°10' 00" W, Lat. 38°01'30" N, Long. 123°11'10" W, to Lat. 38°03'20" N, Long. 123°12'00" W, is excluded below 2,500 feet MSL.

Control 1176

That airspace centered on the Santa Barbara, Calif., VORTAC 247° radial, 10 miles in width at the VORTAC with each boundary diverging at an angle of 5° from the 247° radial extending to the E boundary of the Oakland Oceanic control area, excluding the portion at and below 2,000 feet MSL W of Long. 120°30'00" W The portion of this control area lying W of Long. 120°30'00" W, shall be used only after obtaining prior approval from appropriate authority.

Control 1177

That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N, Long. 118°28' 50" W. thence to Lat. 33°19'00" N. Long. 118°21'45" W. thence to Lat. 32°44'30" N. Long. 119°07'00" W. thence to Lat. 31°41'00" N. Long. 120°15'00" W. thence to Lat. 31°18'40" N. Long. 121°11'30" W. thence to Lat. 31°54'00" N. Long. 121°34'30" W. thence to Lat. 32°10'45" N. Long. 120°16'15" W. thence to Lat. 32° 52'15" N. Long. 119°12'30" W. thence to point of beginning excluding the airspace below 5,000 feet MSL.

Control 1181

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Weeksville, N.C., RBN to a 10-mile radius circle centered on the INT of the 133° bearing from the Weeksville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which extends outside the United States.

Control 1215

That airspace SE of Galveston, Tex., bounded by a line beginning at latitude 29° 02' 10" N., longitude 95° 05' 00" W., extending NE 3 nmi from and parallel to the United States coastline to latitude 29° 19' 00" N., longitude 94° 40' 30" W., to latitude 28° 15' 00" N., longitude 92° 07' 00" W., to latitude 28° 15' 00" N., longitude 94° 00' 00" W., to latitude 28° 07' 45" N., longitude 94° 12' 00" W., to latitude 28° 10' 00" N., longitude 94° 14' 00" W., to latitude 28° 10' 00" N., longitude 94° 58' 00" W., to latitude 27° 37' 45" N., longitude 94° 59' 45" W., to latitude 27° 32' 00" N., longitude 95° 09' 00" W., to latitude 26° 50' 20" N., longitude 95° 30' 00" W., to latitude 27° 00' 00" N., longitude 95° 30' 00" W., to point of beginning; excluding the portion below 2,500 feet MSL.

AMENDMENTS 3/5/64 28 F.R. 14419 (Rewritten);

Control 1216

That airspace extending upward from 2,000 feet MSL bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25' 00" N. Long. 87°00'00" W to Lat. 28°50'00" N. Long. 88°00'00" W. thence S along Long. 88°00'00" N to the N boundary of the New Orleans Oceanic Control Area, on the S by the New Orleans Oceanic Control Area, on the W by Long. 90°15'00" W., and on the NW by the New Orleans transition area.

Control 1217

That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1218

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Galveston, Tex., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Galveston RBN and the Grand Isle, La., RBN, thence to the circumference of a 5-mile radius circle centered on the Grand Isle RBN, thence to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle RBN and the Egmont Key, Fla., RBN, thence to the circumference of a 5-mile radius circle centered on the Egmont Key RBN, excluding the portion below 5,000 feet MSL from the Galveston RBN to the Grand Isle RBN, and the portion below 2,000 feet MSL from the Grand Isle RBN to the Egmont Key RBN.

Control 1228

That airspace within 5 miles either side of a line extending from the Tampa, Fla., RBN to the Key West, Fla., RBN, excluding the portion below 2,000 feet MSL outside the United States, the portion within W-174 and the portion above 20,000 feet MSL between Lat. 24°50'00" N. and the S boundary of Control 1230.

Control 1230

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami, Fla., runway 9-L ILS OM to the circumference of a 5-mile radius circle centered on the Tamiami, Fla., RBN, thence to the circumference of a 10-mile radius circle centered on the INT of the 276° bearing from the Tamiami RBN and the E boundary of the New Orleans Oceanic control area, and within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Miami RBN to the circumference of the 10-mile radius circle centered at the INT of the E boundary of the New Orleans Oceanic control area and the 276° bearing from the Tamiami RBN, and bounded on the E by the E boundary of B-48, excluding the portion below 2,000 feet MSL outside the United States and the portion within W-168.

Control 1232

That airspace bounded on the E by the Miami Oceanic Control area boundary; on the S by latitude 24°00'00" N.; on the W by longitude 80°25'00" W., the S boundary of V-51, and the E boundary of V-3; and on the N by the S boundary of control 1235; excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS Eff. immed. 6/15/64 29 F. R. 7921 (Rewritten)

Control 1233

That airspace bounded on the N by the Key West, Fla., control area extension and V-35, on the E by a line 5 miles E of and parallel to the 187° bearing from the Marathon, Fla., RBN, on the S by Lat. 24°00'00" N, and on the W by a line 5 miles W of and parallel to the 205° bearing from the Key West RBN, excluding the portion below
2,000 feet MSL and excluding the portion within W-465.

Control 1235

That airspace within 5 miles each side of the West Palm Beach RBN 090° bearing, extending from the RBN to the INT of the West Palm Beach RBN 090° bearing and the W boundary of the Miami Oceanic/Nassau Control Area, excluding the portions below 1,000 feet MSL outside the United States and within W-497B.

Control 1310

That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VOR to the Middleton Island, Alaska, VOR, including the additional airspace between lines diverging at 4.5° angles from the centerline, extending SE from the Anchorage VOR and NW from the Middleton Island VOR and which terminate at the intersecting points midway between Anchorage and Middleton Island; thence within 16 miles each side of a line extending from the Middleton Island VOR to the Sandspit, B.C., Canada, RR; including that airspace between lines diverging at 5° angles from the centerline, extending SE from the Middleton Island VOR and NW from the Sandspit RR, and which terminate at the intersecting points midway between Middleton Island and Sandspit, excluding the portion within Canada and W-533.

AMENDMENTS 9/17/64 29 F.R. 9820 (Rewritten)

Control 1316

That airspace within 5 miles either side of the Los Angeles, Calif., VOR 251° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 251° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary; excluding the airspace below 2,000 feet MSL between the United States and the E boundary of W-289 and excluding the airspace below 5,000 feet MSL within W-289.

Control 1386

That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150, excluding the airspace below 14,000 feet MSL lying between the E boundary of R-2902 and the W boundary of Control 1150. The portion of this control area within R-2902 shall be used only after obtaining prior approval from appropriate authority.

Control 1400

That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401

That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1408
That airspace SW of Miami, Fla., bounded on the E by longitude 80°25'00" W., on the S by the Key West VOR 083° radial and a line 4 nmi S of and parallel to the Key West VOR 078° radial, on the W by Control 1228 and the Fort Myers, Fla., control area extension, and on the N by Control 1230, V-157 W alternate and V-51, excluding the portion below 2,000 feet MSL outside the United States and that portion above 20,000 feet MSL within W-173.

AMENDMENTS 9/17/64 29 F.R. 11113 (Rewritten)

Control 1415
That airspace centered on the Fortuna, Calif., VOR 270° radial 10 miles in width at the VOR with each boundary diverging at an angle of 5° from the 270° radial extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion at and below 2,000 feet MSL W of Long. 124°30'00" W.

Control 1418
That airspace centered on the Hoquiam, Wash., VOR 234° radial, 10 miles in width at the VOR with each edge diverging at an angle of 5° with the centerline and extending to the E boundary of the Oakland Oceanic Control Area; the airspace N and NE of Hoquiam bounded on the NW, N and NE by a line beginning at latitude 46°58'45" N., longitude 124°20'00" W., to latitude 47°06'00" N., longitude 124°00'00" W., to latitude 47°06'00" N., longitude 123°51'00" W., through latitude 47°05'00" N., longitude 123°48'00" W., to the NW boundary of V-27 W, on the SE by V-27 W and a line 5 miles N of and parallel to the Hoquiam VOR 239° radial extending to latitude 46°54'00" N., longitude 124°20'00" W., and on the W by longitude 124°20'00" W.; and the airspace SE of Hoquiam bounded on the N by V-204, on the W by V-27 W, and on the SE by the arc of an 8-mile radius circle centered on the Hoquiam VOR, excluding the portions at and below 2,000 feet MSL outside the United States, and the portion within W-460.

AMENDMENTS 4/4/63 28 F.R. 966 (Rewritten); 5/4/64 29 F. R. 6246 (Changed)

Control 1419
That airspace SE of Newport, Oreg., bounded on the W by V-27, on the NW by V-99, on the E by longitude 123° 52'00" W., and on the S by latitude 44°18'00" N.; the airspace SW of Newport bounded on the NW by a line 5 miles SE of and parallel to the Newport VOR 232° radial, on the east by V-27, and on the SW by the arc of a 16-mile radius circle centered on the Newport VOR, and the airspace NW of Newport bounded on the E by V-27, on the S by a line 5 miles N of and parallel to the Newport VOR 242° radial, and on the NW by the arc of a 7-mile radius circle centered on the Newport VOR, excluding the portions at and below 2,000 feet MSL outside the United States; and the airspace centered on the Newport VOR 237° radial, 10 miles in width at the VOR with each edge diverging at an angle of 5° with the centerline and extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion at 2,000 feet MSL and below W of a line parallel to and 10 miles W of the United States coastline.

AMENDMENTS 4/4/63 28 F.R. 966 (Rewritten); 5/4/64 29 F. R. 6246 (Changed)

Control 1420
That airspace centered on the North Bend, Oreg., VOR 239° radial, 10 miles in width at the VOR with each boundary diverging at an angle of 5° with the centerline and extending to the E boundary of the Oakland Oceanic control area, excluding the portion at 2,000 feet MSL and below SW of a point 20 miles SW of the North Bend VOR.

AMENDMENTS 5/4/64 29 F. R. 6246 (Changed)

Control 1445
That airspace S of the United States-Canadian border and the Vancouver Oceanic Control Area within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat. 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL.

Control 1447
That airspace southwest of New Orleans, La., bounded by a line beginning at latitude 29° 22' 30" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

AMENDMENTS 1/9/64 28 F.R. 12612 (Rewritten); Date Changed 3/5/64 29 F.R. 133; Date Changed 4/2/64 29 F.R. 2594;

Control 1483
That airspace within 5 miles each side of the 237° bearing from the Bethel, Alaska, RBN, extending from the RBN to the E boundary of the Anchorage Oceanic Control area, and between lines diverging at a 5° angle from the 237° bearing extending from the Bethel RBN to the E boundary of the Anchorage Oceanic Control area and excluding the airspace below 2,000 feet MSL outside the United States.

AMENDMENTS 4/2/64 29 F.R. 2593 (Rewritten);

Control 1484
That airspace within 5 miles either side of the 227° bearing from the King Salmon, Alaska, RR extending from the RR to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the King Salmon 227° bearing extending from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1485
That airspace N of Fairbanks, Alaska, extending from 18,500 feet MSL to Flight Level 450 bounded by a line beginning at latitude 72°00'00" N., longitude 144°13'15" W., to latitude 72°00'00" N., longitude 141°00"00" W., to latitude 69°00'00" N., longitude 141°00'00" W., to latitude 64°39'30" N., longitude 145°50'00" W., to latitude 65°00'00" N., longitude 149°10'00" W., to point of beginning.

AMENDMENTS 4/30/64 29 F.R. 3000 (Rewritten); 9/17/64 29 F.R. 12362 (Rewritten);

Control 1486
That airspace within 5 miles each side of the Ukiah, Calif., VOR 300° radial and the additional area between lines diverging at angles of 5° either side of the 300° radial extending from the VOR to the eastern boundary of the Seattle Oceanic Control Area; excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

§71.165 CONTROL AREA EXTENSIONS

§ 71.165 Designation of control area extensions.
Unless otherwise specified, each control area extension designated below extends upward from 700 feet above the surface of the earth, except that the airspace of a control area extension within the lateral limits of a transition area has a floor coincident with that of the transition area.

Abilene, Tex.
Within a 35-mile radius of the Abilene VOR, the airspace N of Abilene bounded on the E by V-77, on the N by V-278 E of Guthrie, Tex., VOR and V-102 W of Guthrie VOR, on the SW by a line 5 miles NE of the Lubbock VOR 101° and the Abilene VOR 327° radials; the airspace NW of Abilene within 8 miles W of the Abilene VOR 344° radial extending from the VOR to 46 miles NW; the airspace SE, S and SW of Abilene bounded on the N by V-94, on the E by V-163, on the S by V-76 N and on the SW by V-76, excluding the portion that coincides with the arc of a 35-mile radius circle centered on the San Angelo, Tex., VOR and on the NW by V-66, and including the airspace W of Abilene within 8 miles N and 12 miles S of the Abilene VOR 266° radial extending from the VOR to the arc of a 35-mile radius circle centered on the Big Spring, Tex., VOR.

AMENDMENTS 9/17/64 29 F.R. 11259 (Changed)

Adak, Alaska
Within a 50-mile radius of the NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W) extending from 700 feet above the surface to 24,000 feet MSL.

Albany, Ga.
Within 5 miles each side of the 272° bearing from latitude 31°32'00" N., longitude 84°06'43" W., extending from latitude 31°32'00" N., longitude 84°06'43" W., to 25 miles W; within 5 miles either side of the Albany VOR 335° radial extending from the VOR to 20 miles NW, and within 12 miles SW and 8 miles NE of the Albany VOR 294° radial extending from the VOR to 40 miles NW.

Albany, N. Y.
Within a 15-mile radius of the Albany VORTAC extending clockwise from the 134° to the 094° radials; within a 40-mile radius of the Albany VORTAC extending clockwise from the 094° to the 134° radials; the airspace NW of Albany bounded on the N by V-490, on the E by V-203 and on the S by V-2; the airspace NE of Albany extending from the 15-mile radius area bounded on the N by V-490, on the E by V-487, and on the S by V-72, and the airspace SW of Albany extending from the 15-mile radius area bounded on the N by V-72 and on the S by a line 10 miles S of and parallel to the Albany VORTAC 270° radial.

Alexandria, La.
Within a 40-mile radius of the Alexandria VOR; that airspace S of Alexandria bounded on the NE by V-114, on the SE by V-222, on the S and SW by the Lake Charles, La., control area extension, and on the NW by a line 5 miles NW of and parallel to the Alexandria VOR 232° radial; including the airspace E of Alexandria within 12 miles NE and 8 miles SW of the Alexandria VOR 105° radial extending from the 40-mile radius area to 55 miles SE of the VOR, excluding the portion which coincides with R-3803 and R-3804. The portion of this control area extension within R-3801 shall be used only after obtaining prior approval from appropriate authority.

Allendale, S. C.
That airspace SW of the Allendale VOR bounded on the N by V-70, on the SW by V-5 E and on the SE by V-157.

Altoona, Pa.
That airspace N of the Altoona VOR bounded on the E by V-501, on the S by V-12, on the NW by V-35 and on the N by V-276.

AMENDMENTS 9/17/64 29 F.R. 11114 (Changed)

Altus, Okla.
That airspace bounded on the NE by V-17, on the SE by V-77, on the S by V-102, on the W by V-14 from Lubbock, Tex., to Childress, Tex., and V-114, from Childress, Tex., to Amarillo, Tex., and on the NW by V-12, excluding the portion of this control area extension which coincides with R-5601.

Anchorage, Alaska
Within a 55-mile radius of the Anchorage VOR extending clockwise from the NW boundary of V-456 SW of Anchorage to the Anchorage VOR 309° radial; within a 72-mile radius of the Anchorage VOR extending clockwise from the Anchorage VOR 309° radial to the E boundary of V-438 N of Anchorage; within a 50-mile radius of the Anchorage VOR extending clockwise from the E boundary of V-438 N of Anchorage to the NW boundary of V-456 SW of Anchorage.

AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed)

Atterbury, Ind.
That airspace bounded on the NE by V-128, on the E by the arc of a 35-mile radius circle centered at the Greater Cincinnati Airport, Covington, Ky. (Lat. 39°02'56" N, Long. 84°39'41" W), on the S by a line extending from Lat. 39°01'00" N, Long. 85°18'45" W to Lat. 39°08'00" N, Long. 86°21'00" W, on the W by V-227, and on the NW by V-12 S. The portion within R-3401 shall be used only after obtaining prior approval from appropriate authority.

Austin, Tex.
Within a 40-mile radius of Lat. 30°22'36" N, Long. 97°40'55" W.

Banana River, Fla.
That airspace bounded on the N by Lat. 28°50'00" N, on the E by a line 3-nmi E of and parallel to the U. S. shoreline, on the S by the Patrick AFB, Fla., 5-mile radius zone, on the W by V-3, including the airspace W of Banana River bounded on the E by V-3, on the SW by V-295 E and on the NW by the control 1386.

Bartlesville, Okla.
Within a 20-mile radius of the Phillips Airport, Bartlesville, Okla. (Lat. 36°45'46" N, Long. 96°00'30" W).

Battle Mountain, Nev.
Within 14 miles E and 7 miles W of the Battle Mountain VOR 348° radial extending from the VOR to 12 miles N, and the airspace S of Battle Mountain bounded on the N by V-6 W of Battle Mountain and V-32 E of Battle Mountain, on the S by V-494 and on the W by Long. 117°17'00" W.

Berlin, N. H.
Within 8 miles E and 5 miles W of the 334° bearing from the Berlin RBN extending from the RBN to 17 miles NW; within 5 miles S and 8 miles N of the 248° bearing from the Whitefield, N. H., RBN extending from the RBN to 17 miles SW, and within 5 miles either side of a line extending from the Berlin RBN to the Whitefield RBN.

Bethel, Alaska
Within a 30-mile radius of the Bethel VOR.

Big Spring, Tex.
Within a 35-mile radius of the Big Spring VOR; the airspace NW of Big Spring bounded on the NE by V-76 N and on the W by V-81 and V-76; including the airspace N of Big Spring within 12 miles W and 12 miles E of the Webb AFB TACAN 014° radial extending from the 35-mile radius area to 61 miles N of the TACAN. The portion of this control area extension which coincides with R-6309 shall be used only after obtaining prior approval from the appropriate authority.

Billings, Mont.
Within a 25-mile radius of the Billings VORTAC extending clockwise from V-2 W of Billings to V-19 SE of Billings; within 12 miles W and 8 miles E of the Billings VORTAC 347° radial extending from the 25-mile radius area to 46 miles N of the VORTAC; and within 12 miles SW and 8 miles NE of the Billings VORTAC 301° radial extending from V-2 and the 25-mile radius area to 53 miles NW of the VORTAC; including the airspace bounded on the N by V-2, on the E by V-187, and on the SW by a line extending from the S boundary of V-2 through Lat. 45°43'00" N, Long. 108°48'00" W, and Lat. 45°42'30" N, Long. 108° 44'00" W to the W boundary of V-187.

Biloxi, Miss.
Within a 25-mile radius of Lat. 30°27'08" N, Long. 88°53'26" W; and that airspace bounded on the E by Long. 88°30'00" W, on the SE and S by a line 15 miles S of and parallel to V-22, on the W by Long. 89°10'00" W, on the N by the Biloxi 25-mile radius area, excluding the portion which coincides with W-453.

Binghamton, N. Y.
Within a 15-mile radius of the Binghamton VORTAC.

Birmingham, Ala.
That airspace bounded by a line beginning at Lat. 32°52'00" N, Long. 87°30'00" W, to Lat. 34°15'00" N, Long. 87°30'00" W, to Lat. 34°15'00" N, Long. 86°15'00" W, to Lat. 34°00'00" N, Long. 86°15'00" W, to Lat. 33°39'00" N, Long. 86°00'00" W, to Lat. 32°52'00" N, Long. 86°00'00" W, to point of beginning; that airspace W of Birmingham within 7 miles N and 11 miles S of the Birmingham VORTAC 263° radial extending from Long. 87° 30'00" W to 43 miles W of the VORTAC.

Bismarck, N. Dak.
Within a 15-mile radius of the Bismarck VOR; within 5 miles either side of the Bismarck ILS localizer SE course extending from the localizer to 20 miles SE of the OM, and within 5 miles either side of the Bismarck VOR 114° radial extending from the VOR to 25 miles SE.

Blytheville, Ark.
That airspace bounded on the E by V-9, on the S by V-140, on the W by V-69, and on the N by a line through Lat. 36°21'00" N, Long. 90°04'00" W and Lat. 36°32'00" N, Long. 90°40'00" W.

Boise, Idaho
Within a 25-mile radius of the Boise VORTAC, extending clockwise from the 319° to the 130° radials; within a 40-mile radius of the Boise VORTAC, extending clockwise from the 130° to the 319° radials; within 5 miles either side of the Boise VORTAC 291° radial, extending from the VORTAC to 67 miles NW, and within a 10-mile radius of the Ontario Municipal Airport, Oreg., (Lat. 44°01'15" N, Long. 117°00'43" W), excluding the portion which coincides with the Mountain Home, Idaho, control area extension.

Boston, Mass.
That airspace bounded by a line beginning at latitude 43° 25' 32" N., longitude 70° 36' 50" W., to latitude 43° 21' 30" N., longitude 70° 19' 20" W., to latitude 43° 15' 00" N., longitude 70° 30' 00" W., to latitude 42° 44' 20" N., longitude 70° 37' 00" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42° 35' 00" N., longitude 70° 34' 45" W., thence to latitude 42° 35' 00" N., longitude 70° 30' 00" W., to latitude 42° 15' 20" N., longitude 70° 30' 00" W., to latitude 42° 03' 00" N., longitude 69°18'00" W., to latitude 41°41'40" N., longitude 69°45'20" W., to the N boundary of V-46 at longitude 70°13'40" W., to the N boundary of V-46 at longitude 70°43'00" W., thence to latitude 41°36'30" N., longitude 70°43'00" W.; to latitude 41°42'20" N., longitude 71°19'10" W., to latitude 41°45'20" N., longitude 71°21'20" W., thence NW along the NE boundary of V-151, thence NE along the SE boundary of V-93 to latitude 43°04'30" N., longitude 71°40'35" W., to latitude 43°13'11" N., longitude 71°34'33" W., to the point of beginning; and that airspace N and NW of Concord, N. H., within the arc of a 20-mile radius circle centered at the Concord, N. H., VOR; and that airspace outside of the continental control area extending upward from FL 240 to FL 300 inclusive within an 18-mile radius of the Pease, N. H., RBN. The portion of this control area extension which coincides with R-4901 is excluded. The portion of this control area extension at 3,000 feet MSL and below bounded on the N by latitude 43° 01' 30" N., on the E by W-103, on the S by latitude 42° 59' 03" N., and on the W by R-4901 is excluded during the time of designation of R-4901. The portion of this control area extension which coincides with R-4101, R-4103 and R-4106 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 11114—(Changed)

Bowling Green, Ky.
Within a 15-mile radius of the Bowling Green VORTAC; including the airspace W of Bowling Green bounded on N by Lat. 37°00'00" N, on the SE by V-57, and on the W by V-7.

Bradford, Ill.
Within a 15-mile radius of the Bradford VOR.

Brownsville, Tex.
That airspace over the United States within a 40-mile radius of the Brownsville VORTAC S of latitude 26°30'00" N.; and that airspace W of V-163 S of latitude 26°31'00" N., and E of longitude 98°00'00" W

AMENDMENTS 11/12/64 29 F.R. 13164 (Rewritten)

Brunswick, Ga.

That airspace bounded on the N by Lat. 31°30'00" N, on the E by V-3, and on the SW by V-5 and V-51. The portion of this control area extension which coincides with R-3006 shall be used only after obtaining prior approval from the appropriate authority.

Brunswick, Maine

That airspace bounded on the NW by V-3, on the NE by V-302, on the E by longitude 69°15'00" W., on the S by W-103, and on the SW by a line 5 miles NE of and parallel to the 132° bearing from the Portland Municipal Airport, Maine (latitude 43°38'50" N., longitude 70°18'28" W.); the airspace SW of Augusta, Maine, within 7 miles NW of the Augusta VOR 239° radial extending from the Augusta VOR to 20 miles SW, and the airspace N of Augusta within 10 miles W of the Augusta VOR 025° radial extending from the Augusta VOR to 20 miles NE, excluding the portion within C-516.

AMENDMENTS 9/17/64 29 F.R. 11114 (Changed)

Bryce Canyon, Utah

Within 5 miles either side of the Bryce Canyon VOR 110° radial, extending from the VOR to 25 miles SE and within 10 miles SE and 7 miles NW of the Bryce Canyon VOR 240° radial extending from the VOR to 20 miles SW.

Buffalo, N. Y.

Within a 50-mile radius of the Greater Buffalo International Airport (Lat. 42°56'25" N, Long. 78°43'50" W), and within 12 miles NE and 8 miles SW of the Buffalo VORTAC 124° radial extending from the 50-mile radius area to 73 miles SE of the VORTAC, excluding the portion outside the United States. The portion of this control area extension which coincides with R-5203 is excluded.

Burbank, Calif.

That airspace bounded on the SE by V-8 N, on the S by V-16, on the SW by V-107, on the NW by V-12 and the E boundary of V-23, and on the NE by V-137.

Camp Douglas, Wis.

Within a 30-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), N of Lat. 43°39'00" N, excluding the portions which coincide with R-6901 and R-6904. This area shall be designated a control area extension during the specific dates and times established in advance by NOTAM, and continuously published in the Airman's Guide.

Charleston, S. C.

That airspace S of Charleston bounded on the N by V-53 and Control 1152, on the SE by a line 3-nmi SE of and parallel to the shoreline, on the S by the Savannah, Ga., control area extension, and on the W by V-3; that airspace NE of Charleston bounded on the W by V-1, on the N by the Myrtle Beach, S. C., control area extension, on the E by a line 5 miles E of and parallel to the Myrtle Beach VOR 218° radial and on the S by Control 1152; and that airspace SW of Charleston extending upward from 17,000 feet MSL to 23,000 feet MSL within 4 nmi each side of the Charleston VORTAC 209° radial extending from the VORTAC to a line 4 nmi E of and parallel to the Savannah, Ga., VORTAC 180° radial.

AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

Charleston, W. Va.

Within a 35-mile radius of Kanawha County Airport, Charleston, W. Va. (Lat. 38°22'21" N, Long. 81°35'35" W); the airspace N and NW of the Kanawha County Airport bounded on the E by V-133, on the S by V-4 and on the NW by V-493 and V-44; the airspace N of Charleston extending from the 35-mile radius area bounded on the NW by V-119, and on the SE by V-115, and the airspace SW of Charleston extending from the 35-mile radius area bounded on the N by V-4 and on the SW by V-478.

Charlottesville, Va.

That airspace bounded on the NW by V-140, on the E by V-39, and on the S by V-16 N alternate.

Cheyenne, Wyo.

Within 5 miles each side of the Cheyenne VORTAC 032° radial extending from the VORTAC to 25 miles NE; the airspace bounded on the N by V-6, on the SE by V-207, on the S by V-138 and on the W by V-89E alternate; the airspace SE of Cheyenne within a 25-mile radius of the Cheyenne RBN extending clockwise from a 090° bearing to a 181° bearing from the Cheyenne RBN; and the airspace SW of Cheyenne bounded on the N by V-118, on the E by V-19 and on the SW by V-4N alternate.

Chicago, Ill.
Within a 30-mile radius of the Midway Airport, Chicago, Ill., (Lat. 41°47'05" N, Long. 87°45'05" W); within a 15-mile radius of the Chicago Heights, Ill., VORTAC; that airspace NE, E, and SE bounded by a line beginning at the INT of the E boundary of V-7 and the S boundary of V-84, thence E along the S boundary of V-84 to its INT with the South Bend, Ind., VORTAC 314° radial, thence SE along this radial to its INT with the N boundary of V-100, thence E along V-100 to its INT with the arc of a 35-mile radius circle centered on the Battle Creek, Mich., VORTAC, thence counterclockwise along this arc to Lat. 41°57'30" N, Long. 85°44'30" W, thence to Lat. 41°41'00" N, Long. 85°49'40" W, thence counterclockwise along the arc of a 15-mile radius circle centered on the Goshen, Ind., VOR to its INT with the W boundary of V-55 W, thence S along this boundary to its INT with the N boundary of V-38, thence W along this boundary to its INT with the E boundary of V-7, thence along this boundary to the point of beginning.

Chicopee Falls, Mass.
That airspace bounded on the N by V-2, on the NE by V-151, on the SE by V-3, on the S by a line extending from the W boundary of V-3 at longitude 72°07'50" W., through latitude 42°08'20" N., longitude 72°37'00" W., to V-203, on the SW by V-203, and on
the NW by the arc of a 38-mile radius circle centered on the Westover AFB, Mass., and lying between V-2 and V-203, excluding the portion below 2,500 feet MSL.

AMENDMENTS On Publ. 5/15/64 29 F.R. 6377 (Changed); 9/17/64 29 F.R. 11114 (Changed);

Cincinnati, Ohio
Within a 35-mile radius of the Greater Cincinnati Airport (Lat. 39°02'56" N, Long. 84°39'55" W); that airspace N and E of Cincinnati bounded by a line extending from the 35-mile radius area N via V-275 to its INT with V-210, thence E via V-210 to its INT with V-427, thence S via V-427 and V-59 to V-144, thence E via V-144 to its INT with V-119, thence SW via V-119 to its INT with V-44, thence SW via V-44 to its INT with V-133, thence N via V-133 to its INT with V-144, thence NW via V-144 to its INT with V-5, thence SW via V-5 to its INT with the 35-mile radius area; and that airspace SW of Cincinnati extending from the 35-mile radius area bounded on the S by V-44 and on the NW by V-47. The portion of this control area extension within R-5503 and R-5504 shall be used only after obtaining prior approval from the appropriate authority.

Cleveland, Ohio
Within a 50-mile radius of the Cleveland-Hopkins Airport, Cleveland, Ohio (Lat. 41°24'30" N, Long. 81° 51'00" W), excluding the portion outside the United States; within 8 miles N and 12 miles S of the Cleveland VORTAC 275° radial extending from the 50-mile radius area to 53 miles W of the VORTAC; that airspace extending from the 50-mile radius area bounded on the N by the United States-Canadian border, on the S by a line 8 miles N of and parallel to the Cleveland VORTAC 275° radial, and on the W by Long. 83°02'00" W, and that airspace extending from the 50-mile radius area bounded on the SE by V-43 and on the NW by V-443 E. The airspace within R-5502 shall be used only after obtaining prior approval from the appropriate authority.

Cold Bay, Alaska
Within a 50-mile radius of the Cold Bay RR.

Colorado Springs, Colo.
That airspace bounded by a line beginning at the INT of the S boundary of V-148 with Long. 104°07'00" W to Lat. 39°05'00" N, Long. 104°07'00" W, thence E to the INT of Lat. 39°05'00" W with the arc of a 46-mile radius circle centered on the Colorado Springs, VORTAC, thence clockwise along this arc to a line 10 miles N of and parallel to Pueblo, Colo., VORTAC 275° and 093° radials, thence W via this line to Long. 104°52' 00" W, thence N via this meridian to the Colorado Springs VORTAC 294° radial, thence NW via this radial to the SE boundary of V-95, thence NE via the SE boundary of V-95 and the S boundary of V-148, to point of beginning. The portion of this control area extension within R-2601 shall be used only after obtaining prior approval from appropriate authority.

Columbia, S. C.
That airspace S of Columbia bounded on the N by V-56, on the NE by V-53, on the S by V-18 and on the W by V-185; that airspace SE of Columbia bounded on the N by V-56, on the east by V-437W, and
on the SW by V-53, excluding the portion within R-6004. The portion of this control area extension within R-6002 shall be used only after obtaining prior approval from appropriate authority.
AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

Columbus, Miss.
Within a 45-mile radius of the Columbus AFB, Miss.

Columbus, Ohio
Within a 15-mile radius of the Appleton, Ohio, VORTAC; including the airspace S of Columbus bounded on the E by V-133, on the SE by V-44, on the W by a line extending from the N boundary of V-44 at Lat. 38°42'55" N, Long. 83°00'15" W, via Lat. 38°48'30" N, Long. 83°02'00" W, to Lat. 39°30'00" N, Long. 83°02'00" W, and Lat. 39°30'00" N, Long. 83°47'00" W, to the S boundary of V-5 at Lat. 39°37'10" N, Long. 83°47'00" W, on the NW by V-5; and on the N by V-214. The portion of this control area extension within R-5501 shall be used only after obtaining prior approval from the appropriate authority.

Cordova, Alaska
Within 12 miles SW and 22 miles NE of the 120° and 300° bearings from the Hinchenbrook, Alaska, RR extending from 10 miles NW to 57 miles SE of the RR.

Corinne, Utah
Within 5 miles either side of the 289° bearing from the Corinne RBN to V-101.

Corpus Christi, Tex.
That airspace N of Corpus Christi bounded on the SE by V-20, on the SW by V-68 and V-163, on the NW by the arc of 60-mile circle centered on the San Antonion, Tex., RBN, on the N by Lat. 29°00'00" N, and on the NE by the arc of a 25-mile circle centered at Lat. 28°51'00" N, Long. 96°55'00" W.

AMENDMENTS 11/12/64 29 F.R. 13164 (Changed)

Crestview, Fla.
Within 12 miles W and 8 miles E of the Crestview VOR 004° and 184° radials extending from 20 miles N to 8 miles S of the VOR; within 10 miles N and 7 miles S of the Crestview VOR 091° radial extending from the VOR to 35 miles E of the VOR, excluding the portion of the control area extension within R-2914 and R-2915.

Dalhart, Texas
Within 10 miles SW and 7 miles NE of the Dalhart, VORTAC 324° and 144° radials extending from 20 miles NW to 9 miles SE of the VORTAC, within 10 miles W and 7 miles E of the Dalhart VORTAC 002° and 182° radials extending from 20 miles N to 9 miles S of the VORTAC.

Dallas, Texas
That airspace bounded on the E by a line 5 miles E of and parallel to the Dallas VORTAC 133° radial, the Leona, Tex., VOR 353° and 140° radials, the Houston, Tex., VORTAC 353° radial and V-20, on the S by a line 5 miles N of and parallel to the Eagle Lake, Tex., VOR 106° radial, on the SW by a line 5 miles NE of and parallel to the Austin VOR 134° and Eagle Lake VOR 291° radials, on the NW by V-17 from Austin, Tex., VORTAC to the Waco, Tex., VORTAC and by V-15 from the Waco VORTAC to the Dallas VORTAC; including the airspace SE of Dallas extending from 44 miles N to 76 miles N of the Leona VOR, bounded on the E by a line 12 miles E of and parallel to the Leona VOR 353° radial and on the W by the Leona VOR 353° radial.

AMENDMENTS 11/12/64 29 F.R. 12585 (Changed):

Danville, Ill.
Within a 15-mile radius of the Danville VOR, excluding the portion of this control area extension within the Lafayette, Ind., and the Rantoul, Ill., control area extensions; including the airspace NE of Danville extending from the 15-mile radius area, bounded on the NE by V-63, on the E by the Lafayette control area extension and on the W by V-171.

Danville, Va.
That airspace bounded on the E by Long. 78°50'00" W, on the S by Lat. 36°19'00" N, on the W by Long. 79°41'00" W, and on the N by Lat. 36°57'30" N.

Del Rio, Tex.
That airspace over United States territory within a 55-mile radius of Laughin AFB, Del Rio, Tex.

Denver, Colo.
Within a 34-mile radius of the Denver VORTAC extending from V-81 on the S clockwise to V-4 on the N; the airspace NW of Denver from 5 miles W to 8 miles W of the Denver VORTAC 334° radial extending from the 34-mile radius area to the arc of a 57-mile radius circle centered on the Denver VORTAC; within 10 miles either side of the Denver VORTAC 253° radial extending from the 34-mile radius area to 49 miles W of the VORTAC; the airspace S of Denver bounded on the W by V-89, on the N by the 34-mile radius area, on the E by V-81, and on the S by V-95; the airspace SE of Denver bounded on the N by V-4, on the E by Long. 104°00'00" W, and on the S and W by V-148; and the airspace NE of Denver bounded on the NE by V-132, on the SE by V-160 and on the W by V-89.

AMENDMENTS 9/17/64 29 F.R. 9529 (Changed):

Des Moines, Iowa
Within a 25-mile radius of the Des Moines, VORTAC; within 12 miles W and 8 miles E of the Des Moines VORTAC 196° radial extending from the 25-mile radius area to 39 miles S of the VORTAC; within 12 miles N and 8 miles S of the Des Moines VORTAC 261° radial extending from the 25-mile radius area to 37 miles W of the VORTAC; including the airspace E of Des Moines bounded on the NE by V-172, on the E and S by V-294 and on the NW by V-161.
AMENDMENTS 4/30/64 29 F.R. 2999 (Changed)

Dodge City, Kans.
Within 10 miles SW and 7 miles NE of the Dodge City VOR 161° and 341° radials extending from 20 miles NW to 9 miles SE of the VOR, and within 5 miles either side of the Dodge City VOR 161° and 341° radials extending from 20 miles to 25 miles NW of the VOR and from 9 miles to 25 miles SE of the VOR.

Dover, Del.
That airspace S of the Kenton, Del., VORTAC, bounded on the N by V-16, on the E by V-239, on the SE by V-1 and on the W by V-29. The portion of this control area extension within R-2803 shall be used only after obtaining prior approval from appropriate authority.

Duluth, Minn.
Within a 30-nmi radius of the Duluth VORTAC.

Eau Claire, Wis.
Within a 15-mile radius of the Eau Claire VOR and within 5 miles either side of the Eau Claire VOR 004° radial extending from the VOR to 20 miles N.

Edenton, N. C.
That airspace bounded on the W by V-229, on the N by the Norfolk, Va., control area extension, on the NE by control 1181, on the SE by the NW shore of Pamlico Sound, and on the S by the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, excluding the portions within R-5301A, R-5301B, R-5302, R-5303, R-5304 and R-5305.

Elkins, W. Va.
Within a 15-mile radius of the Elkins VORTAC, and within 5 miles either side of the Elkins RR S course extending from the Elkins Airport to 10 miles S.

Elko, Nev.
Within 5 miles either side of the 338° and 158° bearings from the Elko RBN extending from 25 miles S to 25 miles N of the RBN, including the airspace bounded on the NW by the Elko VORTAC 248° radial, on the NE by the Elko VORTAC 158° radial, on the SE by a line 10 miles SE of and parallel to the Elko VORTAC 248° radial, and on the SW by a line 20 miles SW of and parallel to the Elko VORTAC 158° radial.

Elmira, N. Y.
Within a 15-mile radius of the Elmira VOR; including the airspace SE of Elmira bounded on the E by a line 8 miles E of and parallel to the Elmira VOR 166° radial, on the S by V-116 and on the W by V-31.

Enid, Okla.
That airspace bounded on the N by V-190, on the E by V-77, on the S by V-140, on the SW by V-17 and on the NW by V-12.

Eniwetok Island
That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°21'00" N, Long. 162°20'00" E).

Evansville, Ind.
Within a 15-mile radius of the Evansville VORTAC; within 5 miles either side of the 038° and 218° bearings from the Evansville ILS OM extending from the 15-mile radius area to 25 miles NE of the OM; within 8 miles NE and 12 miles SW of the Evansville VORTAC 309° radial extending from the 15-mile radius area to 45 miles NW of the VORTAC; within 12 miles SE and 8 miles NW of the Evansville VORTAC 227° radial extending from the 15-mile radius area to 44 miles SW of the VORTAC, that airspace N of Evansville bounded on the N by Lat. 38°42'00" N, on the E by V-11, and on the W by V-7, and the airspace NE of Evansville bounded on the N by V-44, on the E by V-243, on the S by V-4 N, and on the W by V-11E.

Fargo, N. Dak.
Within a 15-mile radius of the Fargo VORTAC; including the airspace N and E of Fargo within a 33-mile radius of the Fargo VORTAC extending from a line 11 miles W of and parallel to the Fargo VORTAC 353° radial clockwise to the Fargo VORTAC 110° radial; that airspace SW of Fargo within a 30-mile radius of the Fargo VORTAC extending from V-181 clockwise to V-2 W of Fargo, and the airspace S of Fargo within 8 miles W and 12 miles E of the Fargo VORTAC 187° radial extending from 26 miles to 58 miles S of the VORTAC.

Fort Myers, Fla.
That airspace bounded on the NE by V-35, on the E by V-225 and on the W by Control 1228, excluding the portion below 2,000 feet MSL outside the United States and excluding the portion above 20,000 feet MSL S of Control 1230.

Fort Smith, Ark.
Within a 25-mile radius of the Fort Smith VORTAC extending clockwise from the W boundary of V-13 S of Fort Smith to the N boundary of V-74 E of Fort Smith.

Fortuna, Calif.
Within a 30-mile radius of the Arcata, Calif., Airport (Lat. 40°58'45" N, Long. 124°06'25" W), extending clockwise from V-27, N of Fortuna, Calif., to V-195 SE of Fortuna; the airspace W of Fortuna bounded on the E by V-27, on the S by Control 1415, on the W by Long. 124°30'00" W, and on the N by a line extending from Lat. 41°07'45" N, Long. 124°30'00" W, to Lat. 41°04'30" N, Long. 124°20'00" W; the airspace S of Fortuna within 10 miles NE and 7 miles SW of the Fortuna VOR 155° radial extending from the VOR to 20 miles SE; and the airspace within 11 miles N and 7 miles S of the Fortuna VOR 110° radial extending from 21 miles E to 9 miles W of the INT of the Fortuna VOR 110° and the Arcata ILS localizer SE course.

Fort Wayne, Ind.
That airspace S of Fort Wayne bounded on the E by V-55, on the SE by V-14, and on the NW by V-11 W alternate and V-96; the airspace W of Fort Wayne within a 40-mile radius of the Fort Wayne VORTAC bounded on the SE by V-11 W alternate and V-96 and on the NE by V-277.

Fort Worth, Tex.
That airspace bounded on the NE, E and SE by V-163 extending from the Oklahoma City, Okla., 25-mile radius area to the Ardmore, Okla., VOR, and V-15 from the Ardmore VOR to the Waco, Tex., VORTAC, on the S and SW by V-17 from the Waco VORTAC to its INT with V-94, thence via V-94 to the Abilene, Tex., 35-mile radius area, on the W and NW by V-77, and on the N by the Oklahoma City 25-mile radius area.

Fresno, Calif.
That airspace between Bakersfield-Fresno-Linden, Calif., bounded on the SW by V-23, on the N by a line 5 miles S of and parallel to the Linden VORTAC 077° radial, on the E, NE and SE by a line extending from the INT of a line 5 miles S of and parallel to the Linden VORTAC 077° radial and longitude 120° 00' 00" W. to Lat. 37° 50' 00" N., Long. 120° 00' 00" W., to Lat. 36° 00' 00" N., Long. 118° 48' 00" W., to the Bakersfield, Calif., VORTAC.

Gage, Okla.
Within 5 miles either side of the Gage VORTAC 299° radial extending from the VORTAC to 20 miles NW.

PENDING AMENDMENT
The Gage, Okla., control area extension is revoked. 12/10/64 29 F.R. 14102 (Revoked).

Garden City, Kans.
Within a 25-mile radius of the New Garden City Municipal Airport (Lat. 37°56'09" N, Long. 100°43'44" W).

Goodland, Kans.
Within 5 miles either side of the Goodland VORTAC 022° radial extending from the VORTAC to 12 miles N, and within 10 miles S and 7 miles N of the Goodland VORTAC 281° and 101° radials extending from 20 miles W to 9 miles E of the VORTAC.

Goshen, Ind.
Within a 15-mile radius of the Goshen VOR, including the airspace NE of the Goshen VOR bounded on the W by V-277, on the N by V-10, on the NE by V-30, and on the S by V-92.

Grand Forks, N. Dak.
That airspace W of the Grand Forks VOR 355° and 175° radials within a 30-mile radius of the Grand Forks AFB (Lat. 47°57'36" N, Long. 97°24'10" W), including the airspace SE of Grand Forks within 10 miles E and 7 miles W of the Grand Forks VOR 158° and 338° radials extending from 8 miles NW to 20 miles SE of the VOR. The portion of this control area extension within R-5402 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F. R. 3 (Changed):

Grand Island, Nebr.
Within 18 miles W and 7 miles E of the Grand Island VOR 180° and 360° radials extending from 9 miles S to 34 miles N of the VOR.

Great Falls, Mont.
Within a 45-mile radius of the Great Falls VOR; within 12 miles NW and 8 miles SE of the Great Falls VOR 074° radial extending from the 45-mile radius area to 61 miles NE of the VOR; within 12 miles S and 8 miles N of the Great Falls VOR 271° radial extending from the 45-mile radius area to 56 miles W of the VOR; that airspace extending from the 45-mile radius area bounded on the E by a line 6 miles W of and parallel to the Great Falls VOR 180° radial, on the S by V-2, and on the W by a line 8 miles NW of and parallel to the Great Falls VOR 222° radial, and that airspace extending from the 45-mile radius area bounded on the NE by a line 5 miles NE of and parallel to the Lewistown, Mont., VOR 308° radial and on the S by V-19.

Greenville, Miss.
Within 8 miles E and 5 miles W of the 006° and 186° bearings from the Greenville Municipal Airport (Lat. 33°23'10" N, Long. 91°00'00" W) extending from V-278 to 17 miles S of the Greenville Municipal Airport.

Greenville, S. C.
That airspace beginning at Lat. 35°49'30" N, Long. 79°30'00" W, thence SW to Lat. 34°49'30" N, Long. 80°10'00" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 35°10'30" N, Long. 80°56'00" N, to Lat. 34°27'15" N, Long. 80°52'30" W, thence W to Lat. 34°22'30" N, Long. 82° 20'00" W, thence clockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N, Long. 82°20'30" W to the S boundary of V-222, thence NE along the S boundary of V-222 and V-266 to the arc of a 35-mile radius circle centered at Lat. 36°06'00" N, Long. 80°01'30" W, thence clockwise along the arc of this circle to the point of beginning.

Greenwood, Miss.
That airspace within 6 miles either side of the Greenwood VOR 066° and 246° radials, extending from 20 miles SW to 20 miles NE of the VOR.

Greenwood, S. C.
That airspace bounded on the N by V-194; on the W by V-185; on the S by a line extending from the E boundary of V-185 through latitude 34°10'40" N., longitude 82°04'05" W., to latitude 34°19'00" N., longitude 81°38'00" W.; thence to latitude 34°23'30" N., longitude 81°41'00" W.

AMENDMENTS 9/17/64 29 F.R. 11113 (Rewritten)

Harrisburg, Pa.
Within a 15-mile radius of the Harrisburg VORTAC; including the airspace N of Harrisburg bounded on the N by V-276, on the E by V-31, and on the SW by V-33; the airspace NE of Harrisburg bounded on the N by V-30, on the E by the arc of a 125-mile radius circle centered on the Kennedy, N. Y. VORTAC, on the S and SE by V-162, and on the W by V-31; the airspace SE of Harrisburg bounded on the N by V-474, on the SE by V-251, and on the SW by V-31, and the airspace NW of Harrisburg bounded on the NW by V-106, on the NE by V-33, on the S by V-12, and on the W by V-501. The portion of this control area extension which coincides with R-5802 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed);

Hopkinsville, Ky.
That airspace bounded on the E by V-7, on the S by a line from Lat. 36°29'40" N, Long. 86°50'20" W to Lat. 36°16'40" N, Long. 87°26'15" W, on the W by the arc of a 25-mile radius circle centered at Lat. 36°37'27" N, Long. 87°32'59" W, clockwise to Lat. 36°59'20" N, Long. 87°33'30" W, thence on the N via a direct line from that point to Lat. 37°00'20" N, Long. 87°04'30" W. The portions of this control area extension which coincide with R-3702 and R-3703 shall be used only after obtaining prior approval from the appropriate authority.

Houston, Tex.
That airspace bounded by a line beginning at Lat. 30°22'00" N, Long. 94°03'00" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 30°00'34" N, Long. 94°02'18" W, to Lat. 29°38'35" N, Long. 94°00'00" W, thence S to Lat. 29°37'30" N, Long. 94°00'00" W, thence SW 3-nmi from and parallel to the shoreline to Lat. 28°23'20" N, Long. 96°17'30" W, thence clockwise along the arc of a 25-mile radius circle centered at Lat. 28°44'45" N, Long. 96°17'00" W, to Lat. 28°55'00" N, Long. 96°38'45" W, thence NE to Lat. 29°58'30" N, Long. 95°58'30" W, thence clockwise along the arc of a 50-mile radius circle centered at Lat. 29°37'05" N, Long. 95°15'00" W, to Lat. 30°20'25" N, Long. 95°17'00" W, thence E to the point of beginning.

Huntsville, Ala.
Within a 30-mile radius of the Huntsville VOR. The portion of this control area extension within R-2104 shall be used only after obtaining prior approval from the appropriate authority.

Huron, S. Dak.
Within a 20-mile radius of the Huron VOR extending clockwise from 283° to the 333° radials of the VOR and within a 15-mile radius of the Huron VOR extending clockwise from the 333° to the 283° radials of the VOR.

Hutchinson, Kans.
Within a 25-mile radius of Lat. 38°00'53" N, Long. 97°51'40" W.

Indianapolis, Ind.
Within a 15-mile radius of the Indianapolis VORTAC; within 5 miles either side of the Weir Cook Municipal Airport, Indianapolis, Ind., ILS localizer SW course extending from the 15-mile radius area to 20 miles SW of the ILS OM, and including that airspace bounded by a line beginning at the INT of the N boundary of V-14 alternate and the Indianapolis 15-mile radius area, extending W and SW along the N and NW boundary of V-14 to the E boundary of V-7, thence N along the E boundary of V-7 to a 25-mile radius arc centered at the Purdue University Airport, Lafayette, Ind. (Lat. 40°24'45" N, Long. 86°55'57" W), thence counterclockwise along this 25-mile radius arc to Lat. 40°23'30" N, Long. 86° 27'30" W; thence counterclockwise along a 25-mile radius arc centered on Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), to the NW boundary of V-11 W alternate, thence SW along the NW boundary of V-11 to the Indianapolis 15-mile radius control area extension.

AMENDMENTS 7/23/64 29 F.R. 6246 (Changed)

Jacksonville, Fla.
Within 5 miles either side of the Jacksonville VORTAC 064° radial , extending from the VORTAC to 20 miles NE, and the airspace SW of Jacksonville, bounded on the N by V-22, on the E by V-267, on the S by Lat. 29°00'00" N, on the SW by V-159 and on the W by V-157; and that airspace NE of Jacksonville bounded on the N by latitude 31°30'00" N., on the E by the Savannah, Ga., VORTAC 175° radial and a line 4 nmi E of and parallel to the Savannah 180° radial, on the SE by a line 4 nmi SE of and parallel to the Jacksonville 027° radial and on the W by a line 3 nmi E of and parallel to the United States coast line; the airspace SE of Jacksonville bounded on the NE by a line 4 nmi NE of and parallel to the Jacksonville VORTAC 144° radial, on the E by a line 4 nmi E of and parallel to the Daytona Beach, Fla., VOR 360° radial, and on the SW by a line 3 nmi E of and parallel to the United States coast line."

AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

Jamestown, N. Dak.
Within a 15-mile radius of the Jamestown VOR and the airspace within 5 miles either side of the Jamestown VOR 191° radial extending from the VOR to 25 miles S.

Keene, N. H.
Within 8 miles W and 5 miles E of the Keene VOR 188° radial extending from the VOR to 17 miles S; within 8 miles W and 5 miles E of the 186° bearing from the Keene RBN extending from the RBN to 17 miles S; within 11 miles NW and 7 miles SE of the Keene VOR 246° radial extending from the VOR to 27 miles SW, and within 10 miles W and 7 miles E of the Keene VOR 019° radial extending from the VOR to 20 miles N.

Kenai, Alaska
Within a 42-mile radius of the Kenai VOR, excluding that portion which coincides with the Anchorage, Alaska, control area extension.

Key West, Fla.
Within 5 miles each side of the Key West VOR 313° radial, extending from the VOR to W-174 and within 5 miles each side of the 269° bearing from the Key West RBN, extending from the RBN to W-174.

Kinston, N. C.
Within 9 miles NW and 5 miles SE of the Kingston VOR 047° radial extending from the VOR to 18 miles NE, excluding the portion which coincides with R-5307.

Klamath Falls, Oreg.
Within a 40-mile radius of the Klamath Falls VORTAC.

Kodiak, Alaska
Within 15 miles NW and 23 miles SE of the 045° and 225° bearings from the Kodiak RR extending from 25 miles NE to 40 miles SW of the RR, and within 5 miles either side of the Kodiak RR S course extending from the RR to 20 miles S.

Kotzebue, Alaska
Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Kwajalein Island
That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Kwajalein RBN (Lat. 08°45'00" N, Long. 167° 45'00" E), extending clockwise from the 270° to the 180° bearings from the RBN, and within a 25-nmi radius of the Kwajalein RBN, extending clockwise from the 180° to the 270° bearings from the RBN.

La Crosse, Wis.
Within a 25-mile radius of the La Crosse Airport (latitude 43°52'40" N., longitude 91°15'20" W.), extending clockwise from V-2 SE of La Crosse to V-82 W of La Crosse, and within a 15-mile radius of the La Crosse VOR.

AMENDMENTS Eff. Publ. 7/6/64 29 F.R. 11334 (Rewritten)

Lafayette, Ind.
Within a 25-mile radius of the Purdue University Airport, Lafayette, Ind., (Lat. 40°24'45" N, Long. 86° 55'57" W)

Lafayette, La.
That airspace bounded on the NE by V-114, on the S by V-20, on the SW by V-20 N and on the NW by V-222.

Lake Charles, La.
Within a 40-mile radius of the Lake Charles VOR, including the airpsace NW of Lake Charles bounded by a line beginning on the 40-mile radius arc at Lat. 30°24'00" N, Long. 93°42'00" W, extending to Lat. 31°08'00" N, Long. 94°02'00" W, thence to Lat. 31°23'00" N, Long. 93°28'00" W, thence to the 40-mile radius arc at Lat. 30°43'00" N, Long. 93°04'00" W.

Laredo, Tex.
That airspace over United States territory within a 35-mile radius of the Laredo AFB, RBN.

Las Vegas, Nev. (A)
That airspace bounded on the N by Lat. 36°16'00" N, on the W by a line extending from Lat. 36°16'00° N, Long. 116°20'00" W to Lat. 36°04'00" N, Long. 116°20'00" W, thence SE to Lat. 35°45'00" N, Long. 116°00'00" W, thence SW to Lat. 35°19'35" N, Long. 116°15'00" W, on the SW by V-8 N and on the E by

Las Vegas, Nev. (B)
That airspace NW of Las Vegas bounded by a line from Lat. 36°41'00" N, Long. 115°33'00" W, to Lat. 36°17'05" N, Long. 115°01'40" W, to Lat. 36°08'00" N, Long. 115°13'25" W, to Lat. 36°04'50" N, Long. 115°17'20" W, to Lat. 36°28'30" N, Long. 115°47'50" W clockwise along the arc of a 10-mile radius circle centered at Lat. 36°34'47" N, Long. 115°40'36" W, to the point of beginning. The portion of this control area extension which coincides with R-4806 shall be used only after obtaining prior approval from appropriate authority.

Lebanon, N. H.
Within 8 miles SE and 5 miles NW of the Lebanon VOR 050° radial extending from the VOR to 17 miles NE, and within 10 miles either side of the Lebanon VOR 135° and 316° radials extending from 20 miles SE to 20 miles NW of the VOR, excluding the portion which coincides with the Rutland, Vt., control area extension.

Lexington, Ky.
Within a 40-mile radius of the Lexington VORTAC; excluding the portion N of a line 12 miles N of and parallel to the Lexington VORTAC 060° radial and E of V-97 E; that airspace E of Lexington extending from the 40-mile radius area bounded on the N by V-4, on the SE by a line 8 miles SE and parallel to the Newcombe, Ky., VOR 221° radial, and on the S by a line
8 miles S of and parallel to the Lexington VORTAC 081° radial; that airspace SE of Lexington within 12 miles NE and 8 miles SW of the Lexington VORTAC 129° radial extending from the 40-mile radius area to 52 miles SE of the VORTAC, and that airspace NE of Lexington extending from the 40-mile radius area bounded on the NW by a line 12 miles N of and parallel to the Lexington VORTAC 060° radial, on the NE by V-478, and on the S by V-493.

AMENDMENTS 7/23/64 29 F. R. 7238 (Changed)

Limestone, Maine
Within a 40-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W), excluding the portion outside of the United States; the airspace S of Presque Isle, Maine, bounded on the N by the Loring AFB 40-mile radius area, on the E by the United States/Canadian border, on the SE by V-471 N of the Millinocket, Maine, VOR and V-39 S of the Millinocket VOR, and on the W by a line extending from the INT of the N boundary of V-39 and Long. 69°04'00" W, to Lat. 45°53'00" N, Long. 69° 04'00" W, to Lat. 45°53'00" N, Long. 68°30'00" W, thence via Long. 68°30'00" W to the 40-mile radius area.

Little Rock, Ark.
Within a 50-mile radius of the Little Rock RBN; that airspace SW of Little Rock extending from the 50-mile radius area bounded on the NW by V-54 and on the SE by V-16; that airspace S of Pine Bluff, Ark., within 10 miles E and 7 miles W of the 177° bearing from latitude 34°10'30" N., longitude 91°56'15" W., extending from the 50-mile radius area to 20 miles S of latitude 34°10'30" N., longitude 91°56'15" W.; that airspace W of Hot Springs, Ark., within 7 miles NW and 10 miles SE of the Hot Springs VOR 076°and 256° radials, extending from the 50-mile radius area to 20 miles SW of the VOR, and that airspace N of Little Rock within 11 miles W and 7 miles E of the Little Rock AFB TACAN 341° radial, extending from the 50-mile radius area to 44 miles NW of the TACAN.

AMENDMENTS 6/25/64 29 F.R. 7818 (Rewritten)

Lometa, Tex.
Within 6 miles N and 10 miles S of the Lometa VORTAC 276° radial extending from the VORTAC to 30 miles W.

Lompoc, Calif.
Within a 35-mile radius of Vandenberg AFB (Lat. 34°43'45" N, Long. 120°34'15" W), excluding that portion within R-2516, R-2517 and that portion outside the United States.

Los Angeles, Calif.
That airspace bounded by lines beginning at Lat. 34°01'00" N, Long. 119°04'45" W, thence SE and E along the W and S boundaries of V-25 to the United States coastline, thence along the United States coastline, to Lat. 33°10'00" N, thence to Lat. 33°10'00" N, Long. 117°45'00" W, thence to Lat. 33° 12'30" N, Long. 117°47'00" W, thence to Lat. 33°18'00" N, Long. 118°28'00" W, thence to Lat. 33°24' 35" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°37'00" W, thence to Lat. 33°28'30" N, Long. 118°40'00" W, thence to Lat. 33°27'20" N, Long. 118°41'25" W, thence to Lat. 33°28'30" N, Long. 118°43'30" W, thence to Lat. 33°28'30" N, Long. 119°07'00" W, thence to Lat. 33°52'03" N, Long. 119° 06'59" W, thence to the point of beginning.

Louisville, Ky.
Within a 35-mile radius of Standiford Field, Louisville, Ky. (Lat. 38°10'33" N, Long. 85°44'12" W); that airspace extending from the 35-mile radius area bounded on the N by Lat. 38°49'00" N, on the E by Long. 85°19'00" W, on the S by Lat. 38°22'00" N, on the W by Long. 86°42'00" W, and on the NW by a line extending from Lat. 38°38'00" N, Long. 86°42'00" W, to Lat. 38°49'00" N, Long. 86°00'00" W; that airspace extending from the 35-mile radius area bounded on the N by V-44, on the E by V-97 W, on the SE by V-502, and on the NW by V-5; that airspace extending from the 35-mile radius area bounded on the E by the arc of a 40-mile radius circle centered on the Lexington, Ky., VORTAC, and on the SE by V-178, and that airspace extending from the 35-mile radius area bounded on the E by a line 10 miles E of and parallel to the New Hope, Ky., VOR 163° and 343° radials, on the S by a line 20 miles S of and parallel to the New Hope VOR 070° radial, and on the W by V-51.

Lubbock, Tex.
Within a 25-mile radius of the Lubbock RR in the SW, NW and NE quadrants of the RR and within a 40-mile radius of the RR in the SE quadrant of the RR; within 12 miles N and 8 miles S of the Lubbock VORTAC 277° radial extending from the Lubbock VORTAC to 48 miles W; within 12 miles NW and 8 miles SE of the Lubbock VORTAC 261° radial extending from the Lubbock VORTAC to 52 miles SW and within 12 miles E and and 12 miles W of the Lubbock VORTAC 008° radial extending from the Lubbock VORTAC to 51 miles N.

Lynchburg, Va.
Within a 20-mile radius of the Lynchburg VORTAC; that airspace NE of Lynchburg extending from the 20-mile radius area bounded on the NW by V-16, on the NE by V-155, on the SE by V-20 N alternate, and on the S by Lat. 37°10'00" N, and that airspace NW of Lynchburg extending from the 20-mile radius area bounded on the S by V-260 and on the NW by V-16.

Mansfield, Ohio
Within a 15-mile radius of the Mansfield VORTAC; within 5 miles either side of the Mansfield VORTAC 130° radial, extending from the VORTAC to 25 miles SE and including that airspace S and W of the Mansfield VORTAC bounded on the E by V 133, on the S by V-210, on the W by V-47 and on the N by V-8.

Marianna, Fla.
Within 5 miles either side of the Marianna VOR 130° radial extending from the VOR to 20 miles SE.

Marquette, Mich.
Within a 40-mile radius of K. I. Sawyer AFB, Marquette, Mich., (Lat. 46°20'54" N, Long. 87°24'05" W), excluding the airspace within the 40-mile radius bounded on the W by Long. 87°20'30" W, and on the N by Lat. 46°03'00" N. The portion of this control area extension within R-4208 shall be used only after obtaining prior approval from appropriate authority.

2/5/64 29 F. R. 4 (Changed);

Marysville, Calif.
That airspace N of Marysville bounded on the S by V-200, on the W by V-23, on the N by the Red Bluff, Calif., transition area and on the E by a line extending from Lat. 39° 15' 00" N., Long. 121° 30' 00" W., to Lat. 39° 50' 00" N., Long. 121° 43' 00" W., through Lat. 40° 05' 20" N., Long. 121° 53' 00" W.

AMENDMENTS 2/6/64 29 F. R. 282 (Changed);

Mason City, Iowa
Within a 15-mile radius of the Mason City VORTAC, including the airspace S of Mason City within 10 miles E and 7 miles W of the Mason City VORTAC 182° radial extending from the Mason City 15-mile radius area to 26 miles S of the VORTAC.

Memphis, Tenn.
That airspace within the arc of a 50-mile radius circle centered at the Memphis RBN extending clockwise from the 066° to the 002° bearing from the Memphis RBN; within the arc of a 45-mile radius circle centered at Lat. 35°21'44" N, Long. 89°47'36" W, bounded on the W and NW by V-11 and on the SE by V-16; the airspace N of Memphis bounded on the N by V-140, on the SE by V-11, and on the W W by the Blytheville, Ark., VOR 186° and 006° radials; the airspace SE of Memphis extending from the 50-mile radius area bounded on the E by Long. 89°22'00" W, on the S by Lat. 34°08'00" N, and on the W by V-9 E alternate; the airspace SW of Memphis extending from the 50-mile radius area bounded on the SE by V-16, on the W by V-69, and on the N by V-54, and the airspace NW of Memphis bounded on the E by V-9, on the S by V-54 N alternate, on the W by V-69 and on the N by V-140.

Merced, Calif.
That airspace bounded on the E by V-23, on the S by V-230, on the W by V-113 and on the N by the Stockton, Calif., control area extension.

Meridian, Miss.
Within 5 miles either side of the Meridian ILS localizer S course extending from the localizer to 30 miles S and within 5 miles either side of the Meridian VORTAC 314° radial extending from the VORTAC to 20 miles NW.

Miami, Fla.
That airspace bounded on the W by the Fort Myers, Fla., control area extension and a line 4 nmi SE of and parallel to the Fort Myers VOR 241° radial, on the NW by V-225, on the E by V-3, on the S by V-51, and on the SW by a line extending from the N boundary of V-51 at longitude 80°48'30" W., to the E boundary of the Fort Myers, Fla., control area extension at latitude 26°05'45" N.

AMENDMENTS 9/17/64 29 F.R. 11113 (Rewritten)

Middleton Island, Alaska
Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

Milton, Fla.
That airspace bounded by a line extending from Lat. 30°44'20" N, Long. 87°37'00" W, thence N to Lat. 30°58'45" N, Long. 87°36'00" W, thence NE along the arc of a 34.5 mile radius circle centered on the Whiting, Fla., RR to Lat. 31°15'40" N, Long. 87°10'30" W, thence SE to Lat. 30°54'00" N, Long. 86°56'30" W, thence E to Lat. 30°54'00" N, Long. 86°52'30" W, thence to Lat. 30°46'00" N, Long. 86°52'30" W, thence SW to Lat. 30°39'00" N, Long. 87°03'25" W, thence W to point of beginning.

Milwaukee, Wis.
Within a 20-mile radius of General Mitchell Field, Milwaukee (Lat. 42°56'51" N, Long. 87°53'58" W), the airspace bounded on the E by Long. 87°00'00" W, on the S by V-84 E of Northbrook, Ill., VORTAC and V-100 W of Northbrook VORTAC, on the W by V-9, and on the N by a line 7 miles N of and parallel to the Milwaukee VORTAC 087° radial; within 11 miles W and 7 miles E of the Milwaukee ILS localizer N course extending from the Milwaukee 20-mile radius area to 40 miles N of the localizer, and within 12 miles W and 5 miles E of the Milwaukee VORTAC 198° radial extending from 22 miles N to 10 miles S of the INT of the Janesville, Wis., VOR 111° and the Milwaukee VORTAC 198° radials.
The portion of this control area extension within R-6903 shall be used only after obtaining prior approval from appropriate authority.

Minchumina, Alaska
Within 6 miles SW and 8 miles NE of the 332° bearing from the Minchumina RR extending from the RR to 7 miles NW, including the airspace SE of R-39 within a 25-mile radius of the Minchumina RR.

Minneapolis, Minn.
Within a 30-mile radius of the Minneapolis-St. Paul International Airport (Lat. 44°53'05" N, longitude 93°13'15" W.) within a 15-mile
radius of the Minneapolis VORTAC; the airspace N of Minneapolis bounded on the NW by V-13 W alternate, on the E by V-13, and on the SW by V-2; the airspace NE and E of Minneapolis within 12 miles N and 8 miles S of the Minneapolis VORTAC 100° radial extending from the Minneapolis 30-mile radius area to 55 miles E of the VORTAC, and the airspace W of Minneapolis within 11 miles NE and 7 miles SW of the Farmington, Minn., VOR 297° radial extending from the Minneapolis 30-mile radius area to 45 miles NW of the VOR.

Minot, N. Dak.
Within a 35-mile radius of Minot AFB (Lat. 48°25'18" N, Long. 101°22'08" W); within a 35-mile radius of the Minot VOR extending clockwise from the 091° radial to the 147° radial of the VOR, including the airspace S of Minot within 8 miles W and 6 miles E of the Bismarck, N. Dak., VOR 333° radial extending from 58 miles NW of the Bismarck VOR to the Minot 35-mile radius area. The portion of this control area extension which coincides with R-5403 shall be used only after obtaining prior approval from the appropriate authority.

PENDING AMENDMENT
In the Minot, N. Dak., control area extension "VOR, including the airpsace S of Minot within 8 miles W and 6 miles E of the Bismarck, N. Dak., VOR 333° radial extending from 58 miles NW of the Bismarck VOR to the Minot 35-mile radius area." is deleted and "VOR." is substituted therefor.
AMENDMENTS 1/7/65 29 F. R. 15074 (Changed)

Mobile, Ala.
Within a 25-mile radius of Brookley AFB, Mobile, excluding the portion E of a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, thence NW to Lat. 30°31'00" N, Long. 87°55'00" W, thence along the E shore of Mobile Bay to Lat. 30°41'30" N, Long. 87°59'30" W, NE to Lat. 30°50'00" N, Long. 87° 48'00" W, thence NE to Lat. 30°52'30" N, Long. 87°45'45" W; including the airspace S of Mobile bounded on the W by Long. 88°30'00" W, on the NW by V-22, on the N by the Mobile 25-mile radius area, on the E by a line extending from Lat. 30°21'45" N, Long. 87°47'15" W, to Lat. 30°15'00" N, Long. 87°41'00"W, and on the S by R-2908 and a line extending from Lat. 30°13'30" N, Long. 88°01'30" W, to Lat. 30°09' 00" N, Long. 88°30'00" W.

Moline, Ill.
Within a 15-mile radius of the Cordova. ILL.. VOR: that airspace bounded on the E by Long. 90°00'00"W. on the S by V-10, on the SW by a line 5 miles E of and parallel to the Burlington, Iowa, VOR 005° radial, and a line 12 miles SW of and parallel to V-38, on the W by Long. 91°31'00" W, and on the NW by V-8; within 5 miles either side of a direct line extending from the Polo, Ill., VORTAC to the INT of the Quad City, Ill., ILS localizer E course and the 318° radial of the Bradford, Ill., VOR.

AMENDMENTS 4/30/64 29 F.R. 3000 (Changed); 7/23/64 29 F.R. 6436 (Changed)

Monroe, La.
Within 5 miles either side of the Monroe VORTAC 041° and 221° radials extending from 20 miles NE to 20 miles SW of the VORTAC.

PENDING AMENDMENT
The Monroe, La., control area extension is revoked. 1/7/65 29 F. R. 14523, (Revoked)

Montague, Calif.
Within 5 miles either side of 179° bearing from the Montague RBN extending from the RBN to 10 miles S.

Monterey, Calif.
That airspace E and SE of Monterey bounded on the N by V-230, on the E by a line extending from the INT of the S edge of V-230 and the W edge of V-111 to latitude 36°11'00" N., longitude 121°26'00" W., to latitude 35°50'30" N., longitude 121°15'15" W., thence through latitude 35°40'00" N., longitude 121°11'30" W., to V-27, and on the SW and W by V-27 and W of Monterey bounded on the E by V-27, on the north by Control 1173, and on the W and S by a line extending from Control 1173 through latitude 37°00'00" N., longitude 122°36'30" W., to latitude 36°33'00" N., longitude 122° 17'00" W., thence through latitude 36°30'00" N., longitude 122°04'00" W. to V-27; and S of Monterey bounded on the E by V-27, and on the NW, W and S by a line extending from V-27 along longitude 121°57'30" W., to latitude 36°18'00" N., thence to latitude 35°58'00" N., longitude 121°50'15" W., to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 35°29'00" N., longitude 121°21'00" W., thence along latitude 35°29'00" N., to V-27. The airspace within R-2511, R-2513 and R-2529 shall be used only after obtaining prior approval from appropriate authority.

Montgomery, Ala.
That airspace bounded on the N by Lat. 32°52'00" N, on the E by Long. 86°00'00" W, on the S by Lat. 31°45'00" N and on the W by Long. 87°30'00" W.

Mountain Home, Idaho
Within 5 miles either side of the Mountain Home VOR 178° and 208° radials extending from the VOR to 61 miles S and SW, and that airspace S, SE and W of Mountain Home bounded by a line beginning at the INT of the SW boundary of V-253 and a line 5 miles S of and parallel to the Twin Falls, Idaho, VOR 269° radial, thence W along this line to its INT with a line 5 miles NW of and parallel to the Mountain Home VOR 208° radial, thence NE along this line to its INT with the arc of a 35-mile radius circle centered on Mountain Home AFB (Lat. 43° 02' 30" N, Long. 115° 51' 50" W), thence clockwise along this arc to its INT with the SW boundary of V-253, thence SE along this boundary of the point of beginning.

Muncie, Ind.
That airspace bounded on the NW by V-14, on the E by V-55 and on the S by V-210.

Muscle Shoals, Ala.
Within 8 miles E and 12 miles W of the Muscle Shoals VOR 002° radial extending from 7 miles N to 39 miles N of the VOR, and within 5 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the VOR to 20 miles SE and NW.

PENDING AMENDMENT
The Muscle Shoals, Ala. control area extension is revoked. 1/7/65 29 F. R. 15074 (Revoked).

Myrtle Beach, S. C.
Within a 25-mile radius of the Myrtle Beach, AFB (Lat. 33° 40' 45" N, Long. 78° 55' 45" W) bounded on the SE by W-177; including the airspace W and N of Myrtle Beach extending from the 25-mile radius area bounded on the N by a line 5 miles N of and parallel to the Florence, S. C., VOR 096° radial, on the SE by V-1, and on the W by V-437, and that airspace lying within the United States NE of Myrtle Beach within 5 miles NW and 12 miles SE of the Myrtle Beach VOR 053° radial extending from the 25-mile radius area to 40 miles NE of the VOR.

Nashville, Tenn.
Within a 50-mile radius of the Nashville RBN, and within 5 miles either side of the Nashville ILS localizer S course extending from the 50-mile radius area to V-7 E, excluding the portion W of a direct line extending from the Graham, Tenn., VOR to the Bowling Green, Ky., VORTAC.

Newberg, Oreg.
Within 5 miles either side of the Newberg, VORTAC 070° radial extending from the VORTAC to its INT, with the Portland, Oreg., VORTAC 096° radial.

Newburgh, N. Y.
That airspace north of Stewart AFB bounded on the N by V-270, on the E by a line from V-270 at Long. 73°54'00" W, to point of INT with the New York, N. Y., control area extension at Long 73°54'00" W, and on the S and W by the New York control area extension.

AMENDMENTS 9/17/64 29 F.R. 11114 (Changed)

New Iberia, La.
Within a 35-mile radius of the New Iberia NAAS, (lat.30°02'15" N., Long. 91°53'02" W), S of V-20.

AMENDMENTS 3/4/64 29 F.R. 3225 (Changed)

New Orleans, La.
That airspace NE of New Orleans bounded by a line beginning at the New Orleans VORTAC 357° radial at Lat. 31°00'00" N, thence E along Lat. 31°00'00" N, to Long. 89°00'00" W, thence N along Long. 89°00'00" W, to Lat. 31°15'00" N, thence E along Lat. 31°15'00" N, to Long. 88°00'00" W, thence S along Long. 88°00'00" W, to the arc of a 25-mile radius circle centered on the Brookly AFB (Lat. 30°37'40" N, Long. 88°04'15" W), Mobile, Ala., thence counterclockwise via the Brookly 25-mile radius circle to the N boundary of V-20, thence along V-20 to the arc of a 25-mile radius circle centered on the Keesler AFB RBN (Lat. 30°27'07" N, Long. 88°53'26" W), Biloxi, Miss., thence counterclockwise via the Keesler 25-mile radius circle to a line 12 miles S of and parallel to the New Orleans VORTAC 070° radial, thence W along this line to the New Orleans VORTAC 117° radial, thence N via the New Orleans VORTAC 177° and 357° radials to the point of beginning; including the airspace within the United States SW, S and SE of New Orleans bounded by a line beginning at a point on the S boundary of V-20 at longitude 91°05'00" W, thence E along V-20 to the S boundary of V-240, thence E along V-240 to 3 nmi E of the shoreline at longitude 89°07'00" W, thence clockwise along a line 3-nmi offshore to longitude 90°15'00" W, thence N to latitude 29°15'00" N, longitude 90°15'00" W, thence W to latitude 29°15'00" N, longitude 91°05'00" W, thence N to the point of beginning; including the airspace NW of New Orleans within a 35-mile radius of the New Orleans VORTAC extending clockwise from the N boundary of V-20 to theW boundary of V-9, excluding the airspace between V-20 and V-20 N, bounded on the SW by the N shoreline of Lake Pontchartrain and on the E by longitude 89°18'30" W

AMENDMENTS 7/23/64 29 F. R. 7017 (Changed)

Newport, Vt.
That airspace over the United States within 5 miles either side of the 032° bearing from the Newport Vt RBN extending from the RBN to 10 miles NE.

New York, N. Y.
That airspace within a 163-mile radius of the Kennedy VORTAC extending clockwise from the VORTAC 190° radial to the VORTAC 220° radial, thence within a 125-mile radius of the Kennedy VORTAC extending clockwise from the VORTAC 220° radial to the VORTAC 328° radial, thence within an 80-mile radius of the Kennedy VORTAC extending clockwise from the VORTAC 328° radial to the VORTAC 190° radial. The portions of this control area extension which lie within R-5001, R-5002, R-5003, R-5205, and R-5206 shall be used only after obtaining prior approval from appropriate authority. The portion of this control area extension within R-2801 is excluded. The portions of this control area within control 1147, control 1148 and the Dover control area extension are excluded; the portions within W-105 and W-108 are excluded; the portions within W-106 and W-107 E of V-139 are excluded; the portion within W-106 W of the E boundary of V-139 is excluded below 3,000 feet MSL; the portion within W-107 W of the E boundary of V-139 is excluded below 2,000 feet MSL; the portions bounded on the NE by W-106 and on the SW by W-107 lying seaward of a line between points at Lat. 40°07'20" N. Long. 73°15'00" W, and Lat. 40°00'00" N, Long. 73°36'30" W, and the portions bounded on the NE by W-107 and on the southwest by W-108 lying seaward of a line between Lat. 39°09'00" N, Long. 74°37'00" W, and Lat. 38° 45'00" N, Long. 74°31'00" W are excluded.

AMENDMENTS 4/2/64 29 F.R. 1561 (Changed);

Nome, Alaska
Within a 30-mile radius of the Nome RR.

Norfolk, Va.
Within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, including the airspace extending from the 55-mile radius area bounded on the S by V-266, and on the NW by a line 8 miles W of and parallel to the Hopewell, Va., VORTAC 199° radial, but excluding the portion below 2,000 feet MSL which lies beyond the shoreline, and the portions which coincide with R-4006, R-5309, R-6606, R-6609 and W-386. The portion which coincides with R-6610 shall be used only after obtaining prior approval from appropriate authority.

North Bend, Oreg.
Within 5 miles either side of the North Bend VOR 090° and 270° radials extending from 20 miles E to 20 miles W of the VOR.

North Platte, Nebr.
That airspace within a 25-mile radius of the North Platte VORTAC bounded on the S by V-6; including the airspace NE of North Platte within 11 miles NW and 7 miles SE of the North Platte VORTAC 046° radial extending from the 25-mile radius area to 42 miles NE of the VORTAC; that airspace S and SW of North Platte bounded on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S and SW by V-8, on the NW by V-80, and on the N by V-6, and that airspace S of North Platte bounded on the N by V-8, on the E by a line 7 miles E of and parallel to the North Platte VORTAC 179° radial, on the S by Lat. 40°20'00" N, and on the W by Long. 101°05'00" W.

Ogden, Utah
That airspace NE of Ogden bounded on the N by V-288, on the S by V-6, and on the W by V-257.

Oklahoma City, Okla.
Within a 25-mile radius of Lat. 35°24'06" N, Long. 97°38'36" W; that airspace N of Oklahoma City bounded on the SW by V-17, on the N by V-140, and on the E by V-77; that airspace NE of Oklahoma City bounded on the W by V-77, on the NE by V-74 S alternate and on the S by V-14 N alternate.

Olathe, Kans.
That airspace bounded on the N by a line beginning at the INT of the Emporia, Kans., VORTAC 346° and the St. Joseph, Mo., VORTAC 258° radials; thence easterly along the St. Joseph VORTAC 258° radial to V-205, thence southeasterly along V-205 to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to longitude 95°15'00" W.. thence southerly to latitude 37°39'45" N., longitude 95°22'00" W., thence westerly along V-132 to a line 10 miles SE of and parallel to the Emporia VORTAC 209° and 029° radials, thence northeasterly along this line to a line 10 miles N. of and parallel to the Emporia VORTAC 079° and 259° radials, thence along this line to the Emporia VORTAC 346° radial, thence northwesterly along this radial to the point of beginning.

Omaha, Nebr.
Within a 25-mile radius of the Omaha RBN; that airspace NE of Omaha bounded on the N by V-172, on the E by Long. 95°00'00" W, on the S by V-6, and on the W by the Omaha 25-mile radius area; that airspace S and SW of Omaha bounded on the E by V-15, on the S by Lat. 40°00'00" N, on the W by Long. 98°00'00" W, and on the N by V-6; and that airspace W of Omaha bounded on the S by V-6, on the W by Long. 97°00'00" W, on the N by V-172 and on the E by the Omaha 25-mile radius area.

Orlando, Fla.
That airspace NW of Orlando, bounded on the NW by V-97 E alternate, on the E by V-35 W and on the SW by V-97, excluding the portion below 2,000 feet MSL outside the United States; that airspace bounded on the N by latitude 29°00'00" N., on the E by V-267 N of the Orlando, Fla., VOR and V-159 E alternate S of the Orlando VOR, on the S by latitude 27°45'00" N., and on the W by the arc of a 50-mile radius circle centered at latitude 27°53'18"N., longitude 82°29'29" W., and V-97; and that airspace W of Vero Beach, Fla., bounded on the N by latitude 27°45'00" N., on the NE by V-295, on the SE by V-225, and on the W by V-267. The portion within R-2910 and R-2901A shall be used only after obtaining prior approval from the appropriate authority.

Oscoda, Mich.
Within a 30-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB TACAN 234° radial extending from the TACAN to 46 miles SW; and the airspace centered on the 266° radial of the Wurtsmith VOR extending from 5 miles W of the AFB to 32 miles W of the AFB and having a width of 1 mile on the N side and 2.3 miles on the S side of the 266° radial at a point 5 miles W of the AFB and expanding to a width to 4.6 miles at 32 miles W of the AFB. Excluding the portions of this control area extension within R-4207. The portions of this control area extension within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Owensboro, Ky.
That airspace bounded on the N by V-4, on the SW by V-7 and on the SE by a line extending through points at Lat. 38°04'20" N, Long. 86°41'20" W, and Lat. 37°22'00" N, Long. 87°09'40" W.

Oxnard, Calif.
That airspace bounded on the N by V-27, on the E by Long. 119°12'30" N, on the S by W-289, and on the W by Long. 120°00'00" W. The portion of this control area extension that coincides with the W-412 is excluded.

Paducah, Ky.
Within 10 miles SE and 7 miles NW of the 040° and 220° bearings from Barkley Field, Paducah, Ky., (Lat. 37°03'40" N, Long. 88°46'20" W), extending from the 9 miles NE to 20 miles SW of the airport.

Pensacola, Fla.
Within a 25-mile radius of NAAS Saufley Field, Pensacola, Fla.; the airspace SW of Pensacola within the arc of a 38-mile radius circle centered at NAAS Saufley bounded on the W by a line extending through Lat. 30°06'00" N, Long. 87°49'00" W, and Lat. 30°15'00" N, Long. 87°41'00" W, on the E by a line extending through Lat. 29°55'00" N, Long. 87°20'00" W, and Lat. 30°19'00" N, Long. 87°13'00" W and on the NE by the 25-mile radius area; and within 8 miles E and 5 miles W of the 345° and 165° bearings from the Pensacola RBN extending from 25 miles N to 12 miles S of the RBN, excluding the portion of this control area extension within R-2909 and W-155.

Peotone, Ill.
That airspace SE of Peotone, bounded on the E by V-7, on the SW by V-491, on the W by V-53, and on the N by V-38.

Peru, Ind.
Within a 25-mile radius of the Bunker Hill AFB, Peru, Ind. (Lat. 40°39'38" N, Long. 86°08'31" W), excluding the portion which coincides with the Lafayette, Ind., and the Fort Wayne, Ind., control area extensions; including the airspace NW of Peru bounded on the S by the Lafayette control area extension, on the W by V-7, on the N by V-38 and on the E by the Fort Wayne control area extension.

Philipsburg, Pa.
Within a 15-mile radius of the Philipsburg VORTAC; the airspace E of Philipsburg bounded on the NW by V-58, on the NE by V-170 and on the S by V-30, and the airspace SE of Philipsburg bounded on the N by V-30, on the SE by V-106 and on the SW by-33.

Phoenix, Ariz.
That airspace NE of Phoenix, bounded on the NE by an arc of a 50-mile radius circle centered on the Phoenix VORTAC extending clockwise from V-95 W. to a point 8 miles S of the Phoenix VORTAC 066° radial, on the SE and E by a line 8 miles S of and parallel to the Phoenix VORTAC 066° radial extending from the 50-mile radius arc to Long. 111°27'00" W, thence via Long. 111°27'00" W to the Williams, Ariz., control area extension, on the S by the N boundary of the Williams control area extension, and on the W by V-16 and V-95 W.; the airspace SW of Phoenix bounded on the N and E by V-16, on the S by V-94, and on the W by V-461; and the airspace NW of Phoenix bounded on the N by Lat. 34°00'00" N., on the E by V-95 W., on the S by V-16 and on the W by Long. 112° 50'00" W.

PENDING AMENDMENT
The Phoenix, Ariz. control area extension is revoked. 12/10/64 29 F.R. 14104 (Revoked)

Pittsburgh, Pa.
Within a 75-mile radius of the Allegheny VORTAC, excluding the portion which coincides with the Youngstown, Ohio, control area extension; that airspace NE of Carrolltown, Pa., bounded on the NW by a line 14 miles N of and parallel to the Carrolltown VOR 059° radial, on the NE by V-6, on the SE by V-58, and on the W by the 75-mile radius area; that airspace NE of Grantsville, Md., bounded on the N by V-474, on the SE by a line 5 miles S of and parallel to the St. Thomas, Pa., 251° radial; on the SW by V-8, and on the W by the 75-mile radius area; and that airspace E of Grantsville bounded on the NE by V-8, on the S by V-44, on the SW by V-92, and on the NW by the 75-mile radius area centered on the Allegheny VORTAC.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed); 11/12/64 29 F R 13137 (Changed)

Plattsburgh, N. Y.
That airspace E of Plattsburgh bounded on the E by V-447 and the Newport, Vt., control area extension on the S by V-151, on the W by V-91, on the N by the United States/Canadian Border; the airspace S of Plattsburgh bounded on the NE and E by V-91, on the S by Lat. 44°00'00" N, and on the W by V-489, and the airspace W and SW of Plattsburgh bounded on the E and NE by V-91 and V-489, on the S by Lat. 44°00'00" N, on the W and NW by V-203 and V-282, and on the N by the United States/Canadian Border. Excluding the portion of this control area extension which coincides with R-6501.

AMENDMENTS 9/17/64 29 F.R. 11114 (Changed)

Pontiac, Ill.
Within a 15-mile radius of the Pontiac VOR.

Portland, Maine.
That airspace bounded by a line beginning at latitude 43°37'00" N., longitude 71°00'00" W., to latitude 43°45'00" N., longitude 71°09'00" W., to latitude 44°06'00" N., longitude 70°43'00" W., to latitude 43°56'00" N., longitude 70°29'00" W., to latitude 43°52'00" N., longitude 70°29'00" W., thence SE to the NW boundary of Warning Area W-103 via a line 5 miles NE of and parallel to the 132° and 312° bearings from the Portland Municipal Airport (latitude 43°38'50" N., longitude 70°18'28" W.), thence S via the NW boundary of Warning Area W-103 to the N boundary of the Boston, Mass., control area extension, thence W along that boundary to longitude 71°00'00" W., to the point of beginning.

Portland, Oreg.
Within a 30-mile radius of the Portland International Airport, (Lat. 45°35'11" N, Long. 122°35'53" W); that airspace extending from the 30-mile radius area bounded on the SE by V-99 and on the NW by a line 10 miles NW of and parallel to the Newberg, Oreg., VORTAC 204° radial, and that airspace extending from the 30-mile radius area bounded on the W by a line extending through Lat. 45°40'00" N, Long. 123°14'00" W, and Lat. 46°15'00" N, Long. 123°23'00" W, on the N by Lat. 46°15'00" N, and on the E by V-99. The portion of this control area extension which coincides with R-5703 shall be used only after obtaining prior approval from appropriate authority.

Poughkeepsie, N. Y.
Within a 15-mile radius of the Poughkeepsie VOR.

Promontory Point, Utah
That airspace S of Promontory Point bounded on the N by V-6, on the E by V-21, on the S by V-32, and on the W by a line extending from Lat. 40°51'30" N, Long. 112°56'30" W, to Lat. 41°00'00" N, Long. 112°56'30" W, to Lat. 41°00'00" N, Long. 112°45'00" W, to Lat. 41°10'40" N, Long. 112°45'00" W, to Lat. 41°12'00" N, Long. 112°52'00" W, thence N via Long. 112°52'00" W, to V-6; that airspace N of Promontory Point bounded on the N by V-288, on the E by V-257 and on the S by V-6.

Provo, Utah
That airspace S of Provo bounded on the N by V-200, on the SE by a line extending from V-200 through Lat. 40°04'00" N, Long. 111°29'00" W, and Lat. 40°00'00" N, Long. 111°45'00" W, to V-21, and on the NW by V-21.

Pueblo, Colo.
Within a 21-mile radius of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° and 093° radials and within a 34-mile radius of the Pueblo VORTAC extending clockwise from the 229° radial to the 360° radial of the Pueblo VORTAC, excluding the portion N of a line 10 miles N of and parallel to the Pueblo VORTAC 275° radial.

Quonset Point, R. I.
That airspace bounded on the W by V-139, on the N by the Providence, R. I., VOR 102° radial, on the E by the Boston, Mass., control area extension and on the S by the Idlewild, N. Y., control area extension. The portions of this control area extension within R-4104 and R-4105 shall be used only after obtaining prior approval from the appropriate authority.

Raleigh, N. C.
Within a 60-mile radius of Lat. 35°30'30" N, Long. 78°32'52" W; and within a 35-mile radius of Grannis Airport, Fayetteville, N. C. (Lat. 34°59'22" N, Long. 78°52'52" W), excluding the portion within R-5311. The portion of this control area extension which coincides with R-5312 shall be used only after obtaining prior approval from the appropriate authority.

Rapid City, S. Dak.
Within a 55-nmi radius of Ellsworth AFB, Rapid City, S. Dak. (Lat. 44°08'40" N, Long. 103°06'10" W); the airspace SW of Rapid City within 12 miles SE and 8 miles NW of the Rapid City VORTAC 251° radial extending from the 55-nmi radius area to 73 miles SW of the VORTAC; and the airspace E of Rapid City within 10 miles SE and 7 miles NW of the Philip, S. Dak., VOR 072° and 252° radials extending from 20 miles NE to 9 miles SW of the Philip VOR.

AMENDMENTS On Publ. 11/4/64 29 F. R. 14916 (Changed)

Redmond, Oreg.
Within 5 miles either side of the Redmond RR NW and SE courses extending from 17 miles NW to 15 miles SE of the RR, and within 5 miles either side of the Redmond VOR 090° and 270° radials extending from 17 miles W to 8 miles E of the VOR.

Richmond, Va.
Within a 25-mile radius of the Richmond RBN; within a 76-mile radius of the Richmond VOR extending from the 25-mile radius area bounded on the E by the Richmond VOR 200° radial, and on the NW by V-20, excluding the portion within a 55-mile radius of Lat. 36°57'44" N, Long. 76°24'44" W, and excluding the portion within R-6602.

Riverside, Calif.
That airspace S of March AFB, Riverside, Calif., bounded on the E by V-117, on the S and SE by V-208, on the W by V-23, on the NW by V-8 and on the N by V-16.

Roanoke, Va.
That airspace bounded on the NE by V-258, on the SE by V-222, on the SW by V-45, and on the NW by V-16.

Rochester, Minn.
Within a 15-mile radius of the Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 5 miles either side of the Rochester VOR 209° radial extending from the 15-mile radius area to 15 miles SW of the VOR; the airspace N and E of Rochester bounded on the W by V-82, on the NW by the arc of a 30-mile radius circle centered on the Minneapolis-St. Paul International Airport (Lat. 44°53'05" W, Long. 93°13'15" W), on the NE by V-2, and on the S by V-82.

Rocky Mount, N. C.
Within 5 miles either side of the Rocky Mount VOR 083° radial extending from the VOR to 15 miles E.

Rome, N. Y.
Within a 40-mile radius of the Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), the airspace S of Utica, N. Y., extending from the 40-mile radius area bounded on the NE by V-2, on the E by Long. 74°24'00" W, on the S by a line 12 miles S of and parallel to the Rockdale, N. Y., VOR 075° radial, and on the SW by a line 5 miles N of and parallel to the De Lancey, N. Y., VOR 289° radial, and on the W by a line 5 miles E of and parallel to the Syracuse VORTAC 151° radial, and the airspace E of Utica extending from the 40-mile radius area bounded on the N by a line 8 miles N of and parallel to the Utica VOR 091° radial, and on the E and S by V-496, excluding the portion which coincides with the Syracuse, N. Y., control area extension. The portion of this control area extension which coincides with R-5204 shall be used only after obtaining prior approval from appropriate authority.

Rosewood, Ohio
That airspace W of Rosewood bounded on the NE by V-277, on the SE by V-275, on the S by V-210, and on the W by V-55E.

Rutland, Vt.
That airspace N of Rutland, Vt., bounded on the NW by V-91, on the NE by V-141 and on the S by the Lebanon, N. H., VOR 272° radial, and the airspace S of Rutland, bounded on the N by the Lebanon VOR 272° radial, on the E by a line 24 miles E of and parallel to the Cambridge, N. Y., VOR 002° radial, on the S by a line 5 miles N of and parallel to the Glens Falls, N. Y., VORTAC 090° radial and on the W by V-91.

Sacramento, Calif.
That airspace bounded on the W by the arc of a 20-mile radius circle centered on the Ukiah, Calif., VORTAC, V-27 and V-137, on the S by V-6, on the E by the arc of a 50-mile radius circle centered on the Mather AFB, Sacramento, Calif. (Lat. 38°33'10" N, Long. 121°18'05" W), extending clockwise from V-200 to V-23 SE of Sacramento, and on the N by V-200; and that airspace NE of Sacramento bounded on the E by Long. 120°10'00" W, on the S by V-200, on the W by Long. 121°20'00" W, and on the N by Lat. 39°30'00" N, excluding the portion which coincides with R-2522.

Salem, Oreg.
Within 5 miles either side of the 150° bearing from the Salem-McNary Airport extending from the airport to 25 miles SE.

Salt Lake City, Utah
That airspace NE, SE, and SW of Salt Lake City bounded by the following VOR Federal airways; beginning at the Salt Lake City VORTAC and extending N along V-21 to the Ogden, Utah, VOR, E along V-6 to the Fort Bridger, Wyo., VOR, SW along V-235 to the INT of V-484, SE along V-484 to Myton, Utah, VOR, W along V-200 to the Provo, Utah, VOR NW along a line parallel to and 5 miles NE of the Provo VOR 315° radial to V-32, thence E along V-32 to the point of beginning.

San Antonio, Tex.
Within a 60-mile radius of the San Antonio RBN; the airspace E of San Antonio bounded on the N by the Austin, Tex., control area extension, on the NE by a line 5 miles SW of and parallel to the Austin, Tex., VOR 134° and Eagle Lake, Tex., VOR 291° radials and on the S by V-198.

AMENDMENTS 11/12/64 29 F.R. 12585 (Changed):

San Bernardino, Calif.
That airspace NE of San Bernardino bounded on the S by V-16, on the NW by V-8, on the E by Long. 116°35'00" W, extending from the S boundary of V-8 to the Ontario, Calif., VOR 060° radial, thence SW via the Ontario VOR 060° radial to V-137, thence SE via V-137 to V-16.

Sanford, Fla.
That airspace bounded on the N by Lat. 29°00'00" N, on the E by Long. 81°15'00" W, on the S by Lat. 28°30'00" N, on the W by Long. 82°00'00" W.

San Francisco, Calif.
That airspace bounded by a line beginning at Lat. 38°15'00" N, Long. 122°37'00" W, to Lat. 37°43'34" N, Long. 122°13'21" W, to Lat. 37°27'20" N, Long. 121°50'30" W, to Lat. 37°00'55" N, Long. 122°17'15" W, thence N along 3-nmi off-shore to Lat. 37°12'20" N, Long. 122°28'00" W, to Lat. 37°14'00" N, Long. 122°24'55" W, to Lat. 38°08'30" N, Long. 122°54'00" W, thence to the point of beginning.

San Jose, Calif.
That airspace bounded on the NE by V-107, on the SE by V-111, on the S by V-230, on the SW by V-27 and on the NW by the San Francisco, Calif., control area extension.

San Juan, P. R.
Within a 100-nmi radius of the Isla Grande Airport, San Juan, P. R. (Lat. 18°27'30" N, Long. 66°06'00" W). The portions of this control area extension within the geographic limits of, and between the designated altitudes of, all restricted areas are excluded and the portions within the geographic limits of, and between the established altitudes of, all warning areas are excluded.

Santa Barbara, Calif.
Within 5 miles either side of the 270° bearing from the Santa Barbara Municipal Airport, extending from the airport to 28 miles W.

Sault Ste. Marie, Mich.
That airspace over United States territory within a 34-mile radius of Kincheloe AFB, Sault Ste. Marie, Mich. The portion of this control area extension within R-4205 shall be used only after obtaining prior approval from the appropriate authority.

Seattle, Wash. (A)
Within a 30-mile radius of the Seattle-Tacoma International Airport (Lat. 47°26'50" N, Long. 122°18'30" W), including the airspace NW of Seattle bounded on the N and NE by V-4, on the W by Long. 123°15'00" W, and on the S by V-27. The portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Seattle, Wash. (B)
That airspace NE of Seattle bounded on the S by V-2N, on the E by Long. 121°35'00" W, on the N by Lat. 48° 55'00" N, and on the W by V-23.

Shemya, Alaska
Within a 50-mile radius of the Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W), excluding the portion which coincides with R-2204.

Sherman, Tex.
Within a 70-mile radius of Perrin AFB, Sherman, Tex., (Lat. 33°42'48" N, Long. 96°40'29" W), bounded on the S by V-16, and on the W and NW by V-15; the airspace within a 15-mile radius of Cox Field, Paris, Tex., and the airspace NE of Sulphur Springs, Tex., bounded on the N by V-278, on the SE by V-16 N, and on the W by the Perrin 70-mile radius area; including the airspace NE of Sherman bounded on the E by a line 5 miles E of and parallel to a straight line from the Sulphur Springs VOR to the McAlester, Okla., VORTAC, and on the NW by the Tulsa, Okla., control area extension.

Shreveport, La.
That airspace bounded by a line beginning on the S boundary of V-278 at longitude 93°29'30" W., thence SE to the S boundary of V-18 at longitude 92°33'00" W., thence E along the S boundary of V-18 to the INT thereof with a line 5 miles SE of and parallel to the Monroe, La., VORTAC 237° radial, thence SW via this line to the INT thereof with V-114, thence NW along V-114 to the INT thereof with V-289, thence N along V-289 to the INT thereof with V-278, thence E along V-278 to the point of beginning.

AMENDMENTS 9/17/64 29 F.R. 10501 (Rewritten)

Sioux City, Iowa
Within a 25-mile radius of the Sioux City VOR and the airspace SE of Sioux City extending from the 25-mile radius area bounded on the N by V-100, on the E by Long. 95°30'00" W, on the S by Lat. 41°50'00" N, and on the W by V-15.

Sioux Falls, S. Dak.
That airspace SE of Sioux Falls within a 15-mile radius of the Sioux Falls VORTAC, extending clockwise from the S boundary of V-148 to the E boundary of V-15; that airspace within a 45-mile radius of the Sioux Falls VORTAC extending clockwise from the W boundary of V-15 S of Sioux Falls to the S boundary of V-120 W of Sioux Falls; that airspace within a 36 mile radius of the Sioux Falls VORTAC extending from the N boundary of V-120 W of Sioux Falls clockwise to the N boundary of V-148 NE of Sioux Falls; within 11 miles S and 7 miles N of the Sioux Falls VORTAC 267° radial extending from the Sioux Falls 45-mile radius area to 52 miles W of the Vortac; and within 12 miles SW and 8 miles NE of the Sioux Falls VORTAC 288° radial extending from the INT of the Sioux Falls VORTAC 288° and the Huron, S. Dak., VOR 140° radials to 22 miles W of the INT.

Springfield, Vt.
Within 8 miles E and 5 miles W of the 185° bearing from the Springfield RBN extending from the RBN to 17 miles S.

Staunton, Va.
That airspace bounded on the W, NW and NE by a line extending from the N boundary of V-290 along Long. 79° 25'00" W, to Lat. 38°06'30" N, thence to Lat. 38°06'30" N, Long. 79°13'45" W, to Lat. 38°25'00" N, Long. 79° 00'45" W, to Lat. 38°15'15" N, Long. 78°39'45" W, bounded on the SE by V-140, and on the S by V-290.

Stockton, Calif.
That airspace N of Stockton bounded on the NE by V-23, on the S by V-244 and on the NW by V-6 S.

Sumter, S. C.
That airspace N of Shaw AFB, Sumter, S. C., bounded on the W by V-37, on the N by the Greenville, S. C., control area extension, on the NE by a line extending through Lat. 34°48'10" N, Long. 80°10'30" W, and Lat. 34°31'00" N, Long. 79°42'30" W, on the E by V-3 and on the S by V-56, excluding the portion of this control area extension within R-6001.

Syracuse, N. Y.
That airspace bounded by a line beginning at Lat. 43°17'00" N, Long. 76°27'00" W, clockwise along the arc of a 15-mile radius circle centered on the Syracuse VORTAC to Lat. 43°00'10" N, Long. 76°00'00" W, to Lat. 42° 29'00" N, Long. 76°00'00" W, to Lat. 42°29'00" N, Long. 76°25'00" W, to Lat. 42°36'10" N, Long. 76°25'00" W, thence clockwise along the arc of a 40-mile radius circle centered on the Syracuse VORTAC to Lat. 43°17' 00" N, Long. 76°58'45" W, to point of beginning.

Tacoma, Wash.
That airspace within a 40-nmi radius of McChord AFB, Tacoma, Wash (Lat. 47°08'20" N, Long. 122°28'05" W), the portion of this control area extension within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Tallahassee, Fla.
That airspace bounded on the N by V-22, on the E by V-159 W, and on the S and SW by V-7 W; and that airspace N of Tallahassee within 12 miles W and 8 miles E of the Tallahassee VORTAC 354° radial, extending from the S boundary of V-22 N to 40 miles N of the VORTAC.

AMENDMENTS 7/23/64 29 F. R. 6437 (Changed)

Tampa, Fla.
Within a 50-mile radius of latitude 27°53'18" N, longitude 82°29'29" W.; including the airspace NW of Tampa extending from the 50-mile radius area bounded on the NE by V-97, on the S by Control 1226 and on the W by a line 5 miles W of and parallel to the Cross City, Fla., VOR 207° radial; the airspace SE of Tampa extending from the 50-mile radius area bounded on the NE by V-157, on the SE by V-225 and on the SW by V-35; the airspace W of Tampa bounded on the N by a line extending from latitude 28°06'35° N., longitude 84°00'00" W., to latitude 28°10'00" N., longitude 84°39'30" W., on the E by a line 5 miles W of and parallel to the Cross City VOR 207° radial, and on the S by Control 1226; and the airspace N of La Belle, Fla., bounded on the NE by V-267, on the SE by V-225, on the SW by V-157; and on the NW by a line extending from the E boundary of V-157 through latitude 27°14'10" N., longitude 81°31'00" W., to latitude 27°22'00" N., longitude 81°08'00" W., thence N via longitude 81°08'00" W., to the SW boundary of V-267, excluding the portion which coincides with W-168 and the portion below 2,000 feet MSL outside the continental United States. The portion within R-2901B and R-2901D shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

Texarkana, Ark.
Within 5 miles either side of the Texarkana VORTAC 309° radial, extending from the VORTAC to 15 miles NW.

Toledo, Ohio
That airspace bounded by a line beginning at Lat. 41°21'45" N, Long. 84°25'45" W. thence NE to Lat. 41° 51'30" N, Long. 83°37'15" W, thence SE to Lat. 41°45'30" N, Long. 83°19'45" W, thence SE to Lat. 41°39'30" N. Long. 83°15'15" W, thence S to Lat. 41°30'00" N. Long. 83°15'15" W. thence W to Lat. 41°31'40" N, Long. 83° 42'35" W, thence S to Lat. 41°16'30" N, Long. 83°46'40" W, thence W to point of beginning.

Toledo, Wash.
Within 5 miles either side of the Toledo RR E course, extending from the RR to 20 miles E and within 5 miles either side of the Toledo RR W course extending from the RR to 25 miles W.

Tulsa, Okla.
Within a 25-mile radius of Lat. 36°12'55" N, Long. 95°51'31" W; that airspace SW of Tulsa bounded on the NW by V-14, on the SE by V-15 and on the SW by V-163; that airspace S of Tulsa bounded on the W and NW by V-15, on the E and SE by a line 5 miles E of and parallel to the McAlester, Okla., VORTAC 008° radial extending from the S boundary of V-74 to the McAlester VORTAC, on E and SE by a line 5 miles E of and parallel to a direct line extending between the McAlester VORTAC and the Dallas, Tex., VORTAC, and on the S by the Sherman, Tex., Perrin AFB control area extension.

Tuscaloosa, Ala.
Within 5 miles either side of the Tuscaloosa VORTAC 060° radial, extending from the VORTAC to 20 miles NE.

Tyler, Tex.
Within a 25-mile radius of the Tyler RBN; the airspace N of Tyler bounded on the N by V-16, on the SE and E by V-289, on the S by a line 13 miles S of and parallel to the centerline of V-94 and on the W by the Dallas, Tex., control area extension; and within 10 miles NE and 7 miles SW of the Tyler ILS localizer SE course extending from the Tyler 25-mile radius area to 34 miles SE of the localizer.

Ukiah, Calif.
Within a 20-mile radius of the Ukiah VORTAC; and the airspace NE of Ukiah bounded on the E by V-25, on the S by V-200, and on the W and N by V-199.

Valdosta, Ga.
That airspace bounded on the N by Lat. 32°00'00" N, on the E by V-5, on the S by V-22, and on the W by V-35.

Waco, Texas.
That airspace W of Waco bounded on the W by V-163, on the NE and E by V-17 and on the S by V-76, excluding the portion of this control area extension within R-6302A. The portions of this control area extension within R-6302B and R-6302C shall be used only after obtaining prior approval from appropriate authority.

Wake Island.
That airspace extending upward from 700 feet above the surface within a 100-nmi radius of the Wake Island RBN (Lat. 19°18'00" N, Long. 166°39'00" W).

PENDING AMENDMENT
The Wake Island control area extension is revoked. 12/10/64 29 F.R. 14103 (Revoked).

Walnut Ridge, Ark.
Within 10 miles SE and 7 miles NW of the Walnut Ridge VOR 064° and 244° radials extending from 9 miles NE to 20 miles SW of the VOR.

PENDING AMENDMENT
The Walnut Ridge, Ark., control area extension is revoked. 1/7/65 29 F. R. 14523 (Revoked).

Washington, D. C.
Within an 85-mile radius of the Washington VOR, extending clockwise from the Washington VOR 165° to the 245° radials; within an 88-mile radius extending clockwise from the Washington VOR 245° to the 250° radial; within an 85-mile radius extending clockwise from the Washington VOR 250° to the 310° radial; within an 80-mile radius extending clockwise from the Washington VOR 310° to the 355° radial; within a 70-mile radius extending clockwise from the Washington VOR 355° to the 165° radial; within 10 miles SE and 7 miles NW of the Casanova, Va., VORTAC 233° radial extending from the 85-mile radius area to 9 miles SW of the INT of the Gordonsville, Va., VORTAC 329° and the Casanova VORTAC 233° radials; and within 10 miles NW and 7 miles SE of the Kenton, Del., VORTAC 217° radial extending from the 70-mile radius area to 9 miles NE of the INT of the Kenton VORTAC 217° and the Salisbury, Md., VOR 340° radials; excluding the portions within the Wilmington, Del., control area extension, the Washington Prohibited Area (P-56), the Norfolk, Va., control area extension, and the Richmond, Va., control area extension and excluding the portions within R-4002, R-4005, R-4006, R-4007 and R-4008. The portions within R-6601, R-6608, R-6611, R-6612, R-6613 and R-4001 shall be used only after obtaining prior approval from appropriate authority.

Waterloo, Iowa
Within a 37-mile radius of the Waterloo VORTAC, excluding the portion N of a line 12 miles N of and parallel to the Waterloo VORTAC 099° radial and E of a line 12 miles E of and parallel to the Waterloo VORTAC 353° radial; and the airspace SE of Waterloo within 12 miles SW and 8 miles NE of the Waterloo VORTAC 146° radial extending from the Waterloo 37-mile radius area to the Cedar Rapids, Iowa, VORTAC.

Watertown, N. Y.
Within 12 miles W and 8 miles E of the Watertown VOR 007° and 187° radials extending from 9 miles N of the VOR to the arc of a 40-mile radius circle centered at Griffiss AFB, Rome, N. Y. (Lat. 43°14'00" N, Long. 75°24'10" W), and the arc of a 15-mile radius circle centered at the Syracuse, N. Y., VORTAC; and airspace within 5 miles either side of the Watertown VOR 155° radial extending from the VOR to the 40-mile radius circle centered at Griffiss AFB.

Watertown, S. Dak.
Within a 15-mile radius of the Watertown VORTAC; the airspace S of Watertown bounded on the E by Long. 96°51'00" W, on the S by V-26 and on the W by V-78 S; the airspace NW of Watertown within 10 miles S and 7 miles N of the Watertown VORTAC 297° radial, extending from the VORTAC to 37 miles NW, and the airspace N of Watertown within 11 miles W and 7 miles E of the Watertown VORTAC 006° radial, extending from the VORTAC to 48 miles N.

Wausau, Wis.
That airspace SE and SW of Wausau bounded on the E by a 41-mile radius circle centered on the Stevens Point, Wis., VOR, on the S by a line 7 miles S of and parallel to V-55, on the W by a 40-mile radius circle centered on the Wausau VOR, and on the N by Lat. 45°04'00" N.

Westhampton Beach, N. Y.
That airspace NE and N of the Hampton, N. Y., VOR bounded on the W by the New York, N. Y., control area extension, on the NW by V-16, on the N by V-130, and on the E and SE by V-139.

Whidbey, Island, Wash.
That airspace bounded on the N by lines connecting points at Lat. 48°42'48" N, Long. 123°11'57" W. and Lat. 48°51'45" N, Long. 122°40'00" W, on the E by V-23, on the S by the Seattle, Wash., control area extension, on the SW by V-4, and on the W by lines connecting points at Lat. 48°10'00" N, Long. 123°01'00" W. Lat. 48°38'30" N, Long. 123°13'00" W, Lat. 48°42'48" N, Long. 123°11'57" W, excluding the portion within Canada. The portion of this control area extension within R-6701, R-6708, and R-6713 shall be used only after obtaining prior approval from the appropriate authority.

White Sulphur Springs, W. Va.
That airspace bounded on the E by Long. 79°54'00" W, on the SE by V-140, on the SW by V-260, on the W by Long. 80°40'00" W, and on the N by Lat. 38°15'00" N.

Wichita Falls, Tex.
That airspace bounded on the NW by V-102 S alternate, on the E by V-77, and on the S by V-278.

Williams, Ariz.
That airspace bounded on the N by Lat. 33°22'00" N, on the NE and SE by a line from Lat. 33°22'00" N, Long. 111°13'00" W, to Lat. 32°56'00" N, Long. 110°31'00" W. thence through Lat. 32°42'00" N, Long. 110° 42'00" W, to the N boundary of V-94, on the S by V-94 and on the W by V-16.

PENDING AMENDMENT
The Williams, Ariz. control area extension is revoked. 12/10/64 29 F.R. 14104 (Revoked).

Wilmington, Del.
That airspace S and SW of Wilmington within a 30-mile radius of the New Castle, Del., VOR, extending clockwise from the 151° to the 266° radials, excluding the portion which coincides with R-4001 and the New York, N. Y., control area extension and the airspace W of Wilmington bounded on the E by the New York control area extension, on the S by V-157, on the W by V-93, and on the N by V-3.

Wilmington, N. C.
Within 5 miles each side of the 159° bearing from the Wilmington ILS MM extending from the MM to 15 miles SE of the MM.

Wilmington, Ohio
That airspace bounded on the NW by V-5, on the N and E by the Columbus, Ohio, control area extension, on the S by V-128, and on the W by the Cincinnati, Ohio, control area extension.

Windsor Locks, Conn.
Within a 30-mile radius of the Bradley, Conn., Airport (Lat. 41°56'25" N, Long. 72°41'10" W), excluding the portion which coincides with the New York, N. Y., control area extension and excluding the area NE of a line extending from Lat. 42°21'00" N, Long. 72°53'00" W, to Lat, 42°08'20" N, Long. 72°37'00" W, to Lat. 42°03' 45" N, Long. 72°09'00" W, to Lat. 42°04'30" N, Long. 72°01'00" W, and that airspace SW of Chester, Mass., bounded on the N by V-270, on the NE by V-130, on the SE by V-93, and on the W by V-487.

Yakataga, Alaska
Within 10 miles SE and 7 miles NW of the 242° bearing from the Yakataga RR, extending from the RR to 45 miles SW and within 5 miles each side of the RR 152° bearing from the Yakataga RR, extending from the RR to the NE boundary of A-1.

AMENDMENTS 2/7/64 29 F. R. 1844

Youngstown, Ohio
Within a 35-mile radius of the Youngstown VOR.

Ypsilanti, Mich.
Within 5 miles either side of the Ypsilanti ILS localizer SW course, extending from the Willow Run Airport Ypsilanti, Mich. (Lat. 44°14'13" N, Long. 83°31'47" W), to 20 miles SW of the OM.

SUBPART F - CONTROL ZONES

§ 71.171 Designation.
The parts of airspace described below are designated as control zones.

Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45° 27' 10" N., longitude 98° 25' 35" W.), within 2 miles each side of the Aberdeen VOR 131° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the Aberdeen RR S course, extending from the 5-mile radius zone to 8 miles S of the RR.

AMENDMENTS 3/5/64 28 F.R. 13929 (Rewritten);

Abilene, Tex.
Within a 5-mile radius of Abilene Municipal Airport (Lat. 32°25'10" N, Long. 99°41'20" W); within 2 miles either side of the Abilene ILS localizer S course extending from the 5-mile radius zone to the ILS OM; within 2 miles either side of the Abilene VOR 112° radial extending from the 5-mile radius zone to the VOR; within a 5-mile radius of Dyess AFB, Abilene, Tex., (Lat. 32°25'10" N, Long. 99°51'15" W); within 2 miles either side of the Abilene VOR 354° radial extending from the Dyess 5-mile radius zone to 12 miles N of the VOR; and within 2 miles either side of the 168° and 348° bearings from the Dyess AFB RBN extending from the 5-mile radius zone to 12 miles S of the RBN.

Adak, Alaska
Within a 5-mile radius of NAS Adak (Lat. 51°53'00" N, Long. 176°39'00" W); within 2 miles either side of the Adak TACAN 067° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion above 24,000 feet MSL.

Aguadilla, P. R.
Within a 10-mile radius of Ramey AFB, Aguadilla, P. R. (Lat. 18°29'50" N, Long. 67°07'45" W) and within 2.5 miles either side of the extended centerline of the Ramey AFB E-W runway extending from the 10-mile radius zone to 12 miles E and W of the runway ends.

Akron, Colo.
Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.).

AMENDMENTS 3/5/64 28 F.R. 14226 (Rewritten):

Akron, Ohio
Within a 5-mile radius of Akron Airport (Lat. 41°02'15" N, Long. 81°28'05" W) and within a 5-mile radius of Akron-Canton Airport (Lat. 40°54'59" N, Long. 81°26'32" W).

Alameda, Calif.
Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

Albany, Ga.
Within a 5-mile radius of Albany Municipal Airport; within 2 miles either side of the Albany VOR 155° and 335° radials extending from the 5-mile radius zone to 10 miles NW of the VOR; within a 5-mile radius of Turner AFB, and within 2 miles each side of the Turner AFB VOR 223° radial, extending from the 5-mile radius zone to the VOR.

Albany, N. Y.
Within a 5-mile radius of Albany County Airport (latitude 42°44'48" N., longitude 73°48'19" W.); within 2 miles either side of the 015° bearing from latitude 42°47'42" N , longitude 73°48'10" W. extending from the 5-mile radius zone to 10 miles N. of latitude 42°47'42" N., longitude 73°48'10" W., and within 2 miles either side of the Albany ILS localizer N course extending from the 5-mile radius zone to 10 miles N of the OM.

Albuquerque, N. Mex. (Albuquerque Sunport Airport/Kirtland AFB)
Within a 5-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of runway 35, extending from the 5-mile radius zone to 5.5 miles N of the N end of runway 35; within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 5-mile radius zone to 7 miles S of the RBN; within 2 miles each side of the extended centerline of runway 17, extending from the 5-mile radius zone to 5 miles S of the S end of runway 17; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

Alexandria, La. (England AFB)
Within a 5-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.), within 2 miles each side of the 300° and 120° bearings from the Alexandria RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN; and within 2 miles each side of the Alexandria VOR 156° and 336° radials, extending from the 5-mile radius zone to 10 miles SE of the VOR.

AMENDMENTS 4/7/64 29 F.R. 4081 (Rewritten);

Alexandria, La. (Esler Field)
Within a 5-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.), within 2 miles each side of the 327° bearing from the Esler Field RBN extending from the 5-mile radius zone to the RBN, and within 2 miles each side of the Esler Field VOR 338° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

AMENDMENTS 6/25/64 29 F.R. 8388 (Rewritten)

Alexandria, Minn.
Within a 5-mile radius of Alexandria Municipal Airport (Lat. 45°52'15" N, Long. 95°24'00" W), and within 2 miles either side of the Alexandria VOR 231° radial extending from the 5-mile radius zone to the VOR.

Alice, Tex.
Within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; and within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

AMENDMENTS 11/12/64 29 F.R. 13164 (Rewritten)

Allentown, Pa.
Within a 5-mile radius of Allentown-Bethlehem-Easton Airport (Lat. 40°39'10" N, Long. 75°26'20" W); within 2 miles either side of the Allentown RR NE course, extending from the 5-mile radius zone to 10 miles NE of the RR; within 2 miles either side of the Allentown ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM, and within 2 miles either side of the Allentown VORTAC 347° radial, extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Alpena, Mich.
Within a 5-mile radius of the Phelps-Collins Airport, Alpena, Mich. (latitude 45°05'00" N., longitude 83°33'30" W.), within 2 miles each side of the Phelps-Collins TACAN 350° radial, extending from the 5-mile radius zone to 6 miles N of the TACAN, within 2 miles each side of the 180° and 360° bearings from the Alpena RBN, extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the 176° bearing from the Alpena RBN extending from the 5-mile radius zone to the RBN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

AMENDMENTS 11/12/64 29 F.R. 12674 (Rewritten);

Altus, Okla.
Within a 5-mile radius of the Altus AFB (latitude 34° 39' 40" N., longitude 99° 16' 30" W.); within 2 miles each side of the Altus AFB ILS localizer S course, extending from the 5-mile radius zone to 1.5 miles S of the OM; and within 2 miles each side of the Altus AFB TACAN 185° radial, extending from the 5-mile radius zone to 9 miles S of the TACAN.

AMENDMENTS 4/2/64 29 F.R. 556 (Rewritten);

Amarillo, Tex.
Within a 5-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N., longitude 101°42'40" W.); within 2 miles each side of the Amarillo VORTAC 221° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Amarillo RBN 011° bearing, extending from the 5-mile radius zone to 8 miles N of the RBN; within 2 miles each side of the extended centerline of the Amarillo AFB/Municipal Airport Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

AMENDMENTS 4/30/64 29 F.R. 2933 (Rewritten)

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of Anchorage International Airport (Lat. 61°10'23" N, Long. 149°58'10" W); within 2 miles either side of the Anchorage RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR; within 2 miles either side of the Anchorage VOR 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles either side of the Anchorage International ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska, (Bryant AAF)
Within a 3-mile radius of Bryant AAF (Lat. 61°16'02" N, Long. 149°39'46" W), excluding the portion W of Long. 149°43'00" W.

AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed)

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (Lat. 61°13'03" N, Long. 149°50'52" W); within a 5-mile radius of Elmendorf AFB (Lat. 61°15'05" N, Long. 149°48'52" W); within 2 miles either side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Bryant AAF control zone.

AMENDMENTS On Publ. 4/8/64 29 F.R. 4908 (Changed)

Anderson, S. C.
Within a 5-mile radius of Anderson Airport (Lat. 34°29'40" N, Long. 82°42'30" W), and within 2 miles either side of the Anderson VOR 038° radial extending from the 5-mile radius zone to the VOR.

Aniak, Alaska
Within a 5-mile radius of Aniak Airport (Lat. 61°34'50" N, Long. 159°32'15" W) and within 2 miles either side of the Aniak RR SW course extending from the 5-mile radius zone to 12 miles SW of the RR.

Annette Island, Alaska
Within a 5-mile radius of Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and within 2 miles each side of the 169° bearing from the Annette Island RR, extending from the 5-mile radius zone to 8 miles S of the RR.

PENDING AMENDMENT
Annette Island, Alaska
Within a 5-mile radius of Annette Island Airport (latitude 55°02' N., longitude 131°34' W.); within 2 miles each side of a 169° bearing from the Annette Island R.R., extending from the 5-mile radius zone to 8 miles S of the R.R.; within 2 miles each side of the Annette Island VOR 165° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; and within 2 miles each side of the Annette Island VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

AMENDMENTS 1/7/65 29 F. R. 14785 (Rewritten)

Anniston, Ala.
Within a 5-mile radius of Anniston Municipal Airport (Lat. 33°35'25" N, Long. 85°51'15" W), and within 2 miles either side of the 232° bearing from Anniston RBN extending from the 5-mile radius zone to 12 miles SW of the RBN.

Arcata, Calif.
Within a 5-mile radius of Arcata Municipal Airport (Lat. 40°58'45" N, Long. 124°06'25" W).

Ardmore, Okla.
Within a 5-mile radius of Ardmore Municipal Airport (Lat. 34°18'00" N, Long. 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN.

Asheville, N. C.
Within a 5-mile radius of Asheville Airport (Lat. 35°26'00" N, Long. 82°32'25" W), and within 2 miles either side of the 341° bearing from the Asheville RBN extending from the 5-mile radius zone to the RBN.

Astoria, Oreg.
Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Athens, Ga.
Within a 5-mile radius of Athens Airport (Lat. 33°56'56" N, Long. 83°19'37" W); within 2 miles either side of the Athens VORTAC 078° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, and within 2 miles either side of the Athens VORTAC 194° radial extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Atlanta, Ga. (Fulton County Airport)
Within a 5-mile radius of Fulton County Airport (latitude 33°46'47" N., longitude 84°31'20" W.) and within 2 miles each side of the Fulton County VOR 276° radial extending from the 5-mile radius zone to 7 miles W of the VOR excluding the portion within the Dobbins AFB/NAS Atlanta control zone.

AMENDMENTS On Publ. 4/16/64 29 F.R. 5209 (Rewritten)

Atlanta, Ga. (Atlanta Airport)
Within a 5-mile radius of Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.); within 2 miles each side of the Atlanta ILS localizer W course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer SE course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Atlanta ILS localizer E course, extending from the 5-mile radius zone to the INT of the localizer E course and the McDonough, Ga., VORTAC 333° radial; within a 3-mile radius of Morris AAF (latitude 33° 37' 20" N., longitude 84° 20' 30" W.); within 2 miles each side of the Rex, Ga., VOR 271° radial, extending from the 5-mile radius zone to 8.5 miles E of the Atlanta Airport, and within 2 miles each side of the Fulton, Ga., VOR 151° radial, extending from the Atlanta Airport 5-mile radius zone to the Fulton County 5-mile radius zone.

AMENDMENTS 4/2/64 29 F.R. 1445 (Rewritten); On Publ. 4/7/64 29 F.R. 4855 (Changed)

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)
Within a 5-mile radius of Dobbins AFB/NAS Atlanta (Lat. 33°55'00" N, Long. 84°31'00" W); within 2 miles either side of the 105° bearing from the Lost Mountain, Ga., RBN extending from the 5-mile radius zone to the RBN; within 2 miles either side of the NAS Atlanta TACAN 295° radial extending from the 5-mile radius zone to 10 miles W of the TACAN; and within 2 miles either side of the 104° bearing from the Dobbins AFB/NAS Atlanta extending from the 5-mile radius zone to 6 miles SE of the lift-off end of runway 10.

PENDING AMENDMENT
Atlanta, Ga. (Dobbins AFB/NAS Atlanta).
Within a 5-mile radius of the Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the 105° bearing from the Lost Mountain, Ga., RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 301° radial of the NAS Atlanta TACAN (latitude 33°54'08" N., longitude 84°30'35" W.) extending from the 5-mile radius zone to 7 miles NW of the TACAN.

AMENDMENTS 1/7/65 29 F. R. 14982 (Rewritten)

Atlantic City, N. J.
Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3-nmi offshore, on the SE by a line 3-nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2-mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.
Within a 5-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within 2 miles each side of the Augusta RBN 128° bearing, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Augusta VOR 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the 348° bearing from the Augusta LMM, extending from the 5-mile radius zone to 7 miles N of the LMM; and within a 2-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.).

AMENDMENTS 6/25/64 29 F.R. 5785 (Rewritten)
PENDING AMENDMENT
Augusta, Ga., control zone is amended by deleting "within 2 miles each side of the Augusta RBN 128° bearing, extending from the 5-mile radius zone to the RBN;" from the text. 11/12/64 29 F.R. 12823 (Changed); Eff. date changed 12/10/64 29 F. R. 14576 (Changed)

Augusta, Maine
Within a 5-mile radius of Augusta Airport (latitude 44° 19' 15" N., longitude 69° 47' 45" W.); within 2 miles each side of the Augusta VOR 330° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; within 2 miles each side of the Augusta VOR 156° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; and within 2 miles each side of the Augusta VOR 068° radial, extending from the 5-mile radius zone to 7 miles E of the VOR.

AMENDMENTS 4/30/64 29 F. R. 2931 (Rewritten)

Austin, Tex.
Within a 10-mile radius of Mueller Municipal Airport, Austin, Tex. (Lat. 30°17'55" N, Long. 97°42'00" W); within a 5-mile radius of Bergstrom AFB (Lat. 30°11'45" N, Long. 97°40'35" W); within 2 miles either side of the Austin VORTAC 004° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC, and within 2 miles either side of the centerline of the Bergstrom AFB N-S runway extending from the Bergstrom 5-mile radius zone to 3 miles S of the Bergstrom RBN.

Baker, Oreg.
Within a 3-mile radius of Baker Municiapl Airport (Lat. 44°50'25" N, Long. 117°48'35" W).

Bakersfield, Calif.
Within a 5-mile radius of Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), and within 2 miles W and 3 miles E of the Bakersfield VORTAC 338° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC.

AMENDMENTS 4/2/64 29 F. R. 1843 (Rewritten)

Baltimore, Md.
Within a 5-mile radius of Friendship International Airport (Lat. 39°10'25" N, Long. 76°40'15" W); within 2 miles either side of the Baltimore ILS localizer E course extending from the 5-mile radius zone to 6 miles E of the localizer; within 2 miles either side of the Baltimore VORTAC 088° radial extending from the 5-mile radius zone to 6 miles E of the VORTAC, and within 2 miles either side of the ILS localizer W course extending from the 5-mile radius zone to 10 miles W of the OM.

Bangor, Maine.
Within a 7-mile radius of Dow AFB, Bangor, Maine (latitude 44° 48' 20" N., longitude 68° 49' 32" W.); within 2 miles each side of the Bangor VORTAC 321° radial, extending from the 7-mile radius zone to 11 miles NW of the VORTAC; within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 7-mile radius zone to 7 miles SE of the Bangor ILS OM; and within 2 miles each side of the Bangor VORTAC 053° radial, extending from the VORTAC to the Old Town, Maine, control zone.

AMENDMENTS 4/30/64 29 F. R. 2931 (Rewritten)

Baton Rouge, La.
Within a 5-mile radius of Ryan Airport, Baton Rouge, La. (Lat. 30°31'53" N, Long. 91°09'00" W); within a 3-mile radius of Downtown Airport, Baton Rouge, La. (Lat. 30°26'45" N, Long. 91°06'25" W); within 2 miles either side of the 313° and 133° bearings from the Baton Rouge LOM extending from the Ryan Airport 5-mile radius zone to 10 miles NW and 19 miles SE of the LOM, and within 2 miles either side of the Baton Rouge VOR 071° and 251° radials extending from the Ryan Airport 5-mile radius zone to 10 miles SW of the VOR.

Battle Creek, Mich.
Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 2 miles each side of the Battle Creek VORTAC 050° and 215° radials, extending from the 5-mile radius zone to 8 miles NE and SW of the VORTAC, and within 2 miles each side of the Kellogg Field ILS localizer SW course, extending from the 5-mile radius zone to 5 miles SW of the approach end of Runway 4.

Beaufort, S. C.
Within a 5-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); and within 2 miles each side of the MCAS Beaufort RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN.

AMENDMENTS 4/30/64 29 F.R. 3293 (Rewritten)

Beaumont, Tex.
Within a 5-mile radius of Jefferson County Airport, Beaumont, Tex., (Lat. 29°57'05" N, Long. 94°01'10" W); within 2 miles either side of the Beaumont VOR 064° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Beaumont ILS localizer NW course extending from the 5-mile radius zone to the OM.

Bedford, Mass.
Within a 5-mile radius of Laurence G. Hanscon Field, Bedford, Mass., (Lat. 42°28'05" N, Long. 71°17'20" W).

Beeville, Tex.
Within a 5-mile radius of NAAS Chase Field, Beeville, Tex., (Lat. 28°22'00" N, Long. 97°40'00" W); within 2 miles either side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN, and within 2 miles either side of the NAAS Chase VOR 349° radial extending from the 5-mile radius zone to 7 miles N of the VOR.

Belleville, Ill.
Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

Bellingham, Wash.
Within a 3-mile radius of Bellingham Municipal Airport.

Bemidji, Minn.
Within a 4-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.) and within 2 miles each side of the Bemidji VOR 136° radial, extending from the 4-mile radius zone to the VOR, excluding the portion 9 miles SE of and parallel to the Bemidji VOR 024° and 204° radials. This control zone is effective - see Airman's Guide for hours of designation.

AMENDMENTS 9/8/64 29 F.R. 11960 (Changed);

Bethel, Alaska
Within a 5-mile radius of Bethel Municipal Airport (Lat. 60°46'55" N, Long. 161°49'55" W); within 2 miles either side of the Bethel VOR 007° and 214° radials extending from the 5-mile radius zone to 12 miles N and SW of the VOR; within 2 miles either side of the 296° bearing from the Bethel RR extending from the 5-mile radius zone to the RR, and within 2 miles either side of the 023° bearing from the Bethel RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Bettles, Alaska
Within a 5-mile radius of Bettles Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles each side of the Bettles RR SE course, extending from the 5-mile radius zone to 8 miles SE of the RR; within 2 miles each side of the 210° bearing from the RR, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Bettles VOR 216° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.
AMENDMENTS 6/25/64 29 F.R. 8387 (Rewritten)

Big Delta, Alaska
Within a 5-mile radius of Big Delta Airport (Lat. 63°59'45" N, Long. 145°43'00" W) and within 2 miles either side of the Big Delta RR NW course extending from the 5-mile radius zone to 12 miles NW of the RR.

Big Spring, Tex.
Within a 5-mile radius of Webb AFB, Big Spring, Tex., (Lat. 32°12'53" N, Long. 101°31'25" W); within 2 miles either side of the 251° bearing from the Big Spring RBN extending from the 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Big Spring VOR 191° radial extending from the 5-mile radius zone to the VOR.

Billings, Mont.
Within a 5-mile radius of Logan Field, Billings, Mont., (Lat. 45°48'23" N, Long. 108°31'54" W) and within 2 miles either side of the 071° bearing from the Billings RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Biloxi, Miss.
Within a 5-mile radius of Keesler AFB, Biloxi, Miss. (Lat. 30°24'25" N, Long. 88°55'30" W); within 2 miles either side of the Keesler AFB TACAN 047° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles either side of the Keesler TACAN 204° radial extending from the 5-mile radius zone to 7 miles SW of the TACAN.

Binghamton, N. Y.
Within a 5-mile radius of Broome County Airport, Binghamton, N. Y.; within 2 miles either side of the Broome County Airport ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Binghamton VORTAC 066° and 246° radials extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Birmingham, Ala.
Within a 5-mile radius of Birmingham Airport (Lat. 33°35'58" N, Long. 86°45'05" W) and within 2 miles either side of the ILS localizer SW course extending from the 5-mile radius zone to the OM.

Bismarck, N. Dak.
Within a 5-mile radius of Bismarck Municipal Airport (Lat. 46°46'40" N, Long. 100°45'15" W) within 2 miles either side of the Bismarck ILS localizer SE course extending from the 5-mile radius zone to 10 miles SE of the OM, and within 2 miles either side of the Bismarck VOR 114° radial extending from the 5-mile radius zone to 10 miles SE of the VOR.

Blackstone, Va.
Within a 4-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.), excluding the portion within R-6602; and within 2 miles each side of the 129° bearing from the Blackstone RBN, extending from the 4-mile radius zone to the RBN.

AMENDMENTS 5/28/64 29 F.R. 3469 (Added)

Bloomington, Ind.
Within a 3-mile radius of the Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86°37'00" W.), and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 3-mile radius zone to 8 miles SW of the VOR, effective from 0600 to 2330 hours local time, daily.

Bluefield, W. Va.
Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), with 2 miles each side of the Bluefield VOR 047° radial, extending from the 5-mile radius zone to 4.5 miles NE of the VOR, and within 2 miles each side of the Bluefield VOR 267° radial, extending from the 5-mile radius zone to 15 miles W of the VOR.

AMENDMENTS 4/2/64 29 F. R. 2306 (Rewritten);

Blythe, Calif.
Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.
Within a 5-mile radius of Blytheville AFB (Lat. 35°57'50" N, Long. 89°56'40" W) and within 2 miles either side of the 360° bearing from the AFB extending from the 5-mile radius zone to 2 miles N of the Blytheville RBN.

Boise, Idaho
Within a 5-mile radius of Boise Air Terminal (Lat. 44°33'55" N, Long. 116°13'35" W).

Boston, Mass.
Within a 5-mile radius of Logan International Airport, Boston, Mass. (Lat. 42°21'55" N, Long. 71°00'05" W), within 2 miles either side of the 016° bearing from the Boston RBN extending from the 5-mile radius zone to 10 miles N of the RBN; within 2 miles either side of the Boston ILS localizer SW extending from the 5-mile radius zone to 10 miles SW of the OM; and within 2 miles either side of the Boston VORTAC 144° radial extending from the 5-mile radius zone to 12 miles SE of the VORTAC.

Bowling Green, Ky.
Within a 5-mile radius of Bowling Green-Warren County Airport (Lat. 36°57'55" N, Long. 86°25'10" W), and within 2 miles either side of the Bowling Green VORTAC 206° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Bozeman, Mont.
Within a 3-mile radius of Gallatin-Bozeman Airport (Lat. 45°46'50" N, Long. 111°09'20" W).

Bradford, Pa.
Within a 5-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford VOR 138° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; and within 2 miles each side of the Bradford RBN 134° bearing, extending from the 5-mile radius zone to 7 miles SE of the RBN.
AMENDMENTS 5/28/64 29 F.R. 4853 (Rewritten)

Brainerd, Minn.
Within a 5-mile radius of the Brainerd-Crow Wing County Municipal Airport (latitude 46° 23' 25" N., longitude 94° 08' 20" W.) and within 2 miles each side of the Brainerd VOR 297° radial, extending from the 5-mile radius zone to the VOR - see Airman's Guide for hours of designation.

AMENDMENTS 9/8/64 29 F.R. 11960 (Changed)

Bridgeport, Conn.
Within a 5-mile radius of Bridgeport Airport and within 2 miles either side of the Bridgeport VOR 037° radial extending from the 5-mile radius zone to 10 miles NE of the VOR.

Brownsville, Tex.
Within a 5-mile radius of Rio Grande Valley International Airport, Brownsville, Tex. (Lat. 25°54'25" N, Long. 97°25'25" W); within 2 miles either side of the 343° bearing from the Brownsville RBN extending from the 5-mile radius zone to 8 miles NW of the RBN, and within 2 miles either side of the Brownsville VOR 071° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC, excluding the portion outside the United States.

Brunswick, Ga. (McKinnon Airport)
Within a 5-mile radius of McKinnon Airport, Brunswick, Ga., (Lat. 31°09'05" N, Long. 81°23'20" W), and within 2 miles either side of the Brunswick VOR 023° radial extending from the 5-mile radius zone to the VOR.

Brunswick, Ga. (NAS Glynco)
Within a 5-mile radius of NAS Glynco (Lat. 31°15'31" N, Long. 81°28'01" W); within 2 miles either side of the Glynco TACAN 055° radial extending from the 5-mile radius zone to 7 miles NE of the TACAN; within 2 miles either side of the Glynco TACAN 250° radial extending from the 5-mile radius zone to 9 miles SW of the TACAN, excluding the portion within the McKinnon Airport control zone, Brunswick, Ga.

Brunswick, Maine
Within a 5-mile radius of NAS Brunswick (Lat. 43°53'35" N, Long. 69°56'20" W), excluding the portion within A-7, and within 2 miles either side of the 173° bearing from the Brunswick NAS RBN extending from the 5-mile radius zone to 10 miles S of the RBN.

Buffalo, N. Y.
Within a 5-mile radius of Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 60" W.); within 2 miles each side of the Buffalo VORTAC 099° radial, extending from the 5-mile radius zone to 7 miles E of the VORTAC; within 2 miles each side of the Buffalo RBN 042° bearing, extending from the 5-mile radius zone to 8 miles NE of the RBN, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the Cheektowaga, N. Y., FM, excluding the portion within a 1-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.).

Burbank, Calif.
Within a 5-mile radius of Lockheed Air Terminal, Burbank, Calif. (latitude 34° 12' 15" N., longitude 118° 21' 30" W.), and within 2 miles each side of the 113° bearing from the Glendale, Calif., RBN, extending from the 5-mile radius zone to 6 miles SE of the RBN, excluding the portion W of a line from latitude 34° 16' 00" N., longitude 118° 25' 55" W. to latitude 34° 09' 25" N., longitude 118° 25' 40" W. and the portion within a 1-mile radius of Whiteman Airpark, Pacoima, Calif. (latitude 34° 15' 35" N., longitude 118° 24' 45" W.)

AMENDMENTS 4/2/64 29 F. R. 1843 (Rewritten)

Burley, Idaho
Within a 5-mile radius of Burley Municipal Airport (latitude 42° 32' 30" N., longitude 113° 46' 20" W.); within 2 miles each side of the Burley VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Burley RR N course, extending from the 5-mile radius zone to 8 miles N of the RR.

AMENDMENTS 4/2/64 28 F.R. 13359 (Rewritten);

Burlington, Iowa
Within a 5-mile radius of Burlington Municipal Airport (Lat. 40°47'06" N, Long. 91°07'27" W), and within 2 miles either side of the Burlington VOR 293° radial extending from the 5-mile radius zone to the VOR.

BURLINGTON, VT.
Within a 5-mile radius of the Burlington Municipal Airport (latitude 44° 28" 15" N., longitude 73° 09' 10" W.) and within 2 miles each side of the 334° bearing from latitude 44° 30' 10" N., longitude 73° 11' 30" W., extending from the 5-mile radius zone to 9 miles NW of latitude 44° 30' 10" N., longitude 73° 11' 30" W.

AMENDMENTS 2/7/64 29 F.R. 1842 (Rewritten);

Butte, Mont.
Within a 5-mile radius of Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112° 29'50" W.).

Calverton, N. Y.
Within a 5-mile radius of Grumman-Peconic River Airport, Calverton, N. Y., (Lat. 40°54'55" N, Long. 72°47' 35" W), and within 2 miles either side of the Riverhead, N. Y., VORTAC 086° radial extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Suffolk County AFB control zone, Westhampton Beach, Long Island, N. Y.

Camp Douglas, Wis.
Within a 5-mile radius of Volk Field, Camp Douglas, Wis., (Lat. 43°56'25" N, Long. 90°15'20" W), and within 2 miles either side of the Volk Field VORTAC 093° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

Camp Springs, Md.
Within a 5-mile radius of Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md. (latitude 38°45'00" N., longitude 76°56'00" W.), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

Carlsbad, N. Mex.
Within a 5-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 337° radial, extending from the 5-mile radius zone to the VOR.

Casper, Wyo.
Within a 5-mile radius of Casper Air Terminal (latitude 42°54'25" N., longitude 106°27'50" W.); within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to 26 miles SW of the VORTAC; within 2 miles each side of the Casper ILS localizer W course, extending from the 5-mile radius zone to 5 miles W of the OM; within 2 miles each side of the 270° bearing from the Casper RBN, extending from the 5-mile radius zone to the RBN and within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to the VORTAC.

Cedar City, Utah
Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°42'05" N., longitude 113°05'52" W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

Cedar Rapids, Iowa
Within a 5-mile radius of Cedar Rapids Municipal Airport (latitude 41° 53' 05" N., longitude 91° 42' 45" W.) within 2 miles each side of the Cedar Rapids ILS localizer W course, extending from the 5-mile radius zone to 8 miles W of the OM, within 2 miles each side of the Cedar Rapids VOR 265° radial, extending from the 5-mile radius zone to 8 miles W of the VOR, and within 2 miles each side of the Cedar Rapids VOR 092° radial, extending from the 5-mile radius zone to 9.5 miles E of the VOR.
4/2/64 29 F.R. 1841 (Rewritten)

Chadron, Nebr.
Within a 5-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles N of the airport.

Chamblee, Ga.
Within a 3-mile radius of De Kalb-Peachtree Airport, Chamblee, Ga., (Lat. 33°52'30" N, Long. 84°18'10" W) and within 2 miles either side of the Norcross, Ga., VORTAC 242° radial extending from the 3-mile radius zone to the VORTAC from 0700 to 2300 hours, local time, daily.

Champaign, Ill.
Within a 5-mile radius of the University of Illinois-Willard Airport, Champaign, Ill. (latitude 40°02'25" N., longitude 88°16'35" W.), within 2 miles each side of the Champaign VORTAC 123° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC, and within 2 miles each side of the Champaign VORTAC 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

AMENDMENTS 5/28/64 29 F.R. 3356 (Rewritten)

Chandler, Ariz.
Within a 5-mile radius of Williams AFB, Chandler, Ariz., (Lat. 33°18'25" N, Long. 111°39'35" W), and within 2 miles either side of the 115° bearing from the AFB extending from the 5-mile radius zone to the Chandler RBN.

PENDING AMENDMENT
Chandler, Ariz.
Within a 5-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 117° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; and within 2 miles each side of the Chandler TACAN 141° radial, extending from the 5-mile radius zone to 9 miles SE of the TACAN. This control zone is effective from 0700 to 1700 hours local time, Monday through Friday, excluding Federal legal holidays.
AMENDMENTS 12/10/64 29 F.R. 14104 (Rewritten)

Chantilly, Va.
Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of the Herndon, Va., VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.

Chanute, Kans.
Within a 5-mile radius of the Martin Johnson Airport, Chanute, Kans. (latitude 37°40'05" N., longitude 95°29'00" W.) and within 2 miles each side of the Chanute VOR 064° radial, extending from the 5-mile radius zone to the VOR.

Charleston, S. C.
Within a 5-mile radius of Charleston AFB/Municipal Airport (Lat. 32°53'56" N, Long. 80°02'18" W); within 2 miles either side of the 299° bearings from the Charleston RBN extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles either side of the Charleston VORTAC 334° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Charleston VORTAC 016°, 146° and 210° radials extending from the 5-mile radius zone to 7 miles NE, SE and SW of the VORTAC.

Charleston, W. Va.
Within a 5-mile radius of Kanawha County Airport, Charleston, W. Va., (Lat. 38°22'21" N, Long. 81°35'35" W); within 2 miles either side of the Charleston ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; and within 2 miles either side of the Charleston VORTAC 087° radial extending from the 5-mile radius zone to the VORTAC.

Charlotte, N. C.
Within a 5-mile radius of Douglas Airport, Charlotte, N. C., (Lat. 35°12'58" N, Long. 80°56'22" W); within 2 miles either side of the Fort Mill, S. C., VOR 004° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Douglas Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Chattanooga, Tenn.
Within a 5-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.) within 2 miles each side of the Chattanooga VORTAC 333° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Chattanooga ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the airport; and within 2 miles each side of the Chattanooga ILS SW course, extending from the 5-mile radius zone to the INT of the ILS SW course and the 263° radial of the Chattanooga VORTAC.

Cheyenne, Wyo.
Within a 5-mile radius of the Cheyenne Municipal Airport (latitude 41° 09' 25" N., longitude 104° 48' 25" W.); within 2 miles each side of a 296° bearing from the Cheyenne RBN, extending from the 5-mile radius zone to 12 miles NW of the RBN; within 2 miles each side of a 090° bearing from the Cheyenne RBN, extending from the 5-mile radius zone to 11.5 miles E of the RBN; within 2 miles each side of the Cheyenne ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the airport and within 2 miles each side of the Cheyenne VORTAC 032° radial, extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Chicago, Ill., (Midway Airport)
Within a 6-mile radius of Chicago-Midway Airport (Lat. 41°47'04" N, Long. 87°45'12" W); within 2 miles either side of the Chicago-Midway ILS localizer SE course extending from the 6-mile radius zone to the Chicago Heights, Ill., VOR 044° radial, and within 2 miles either side of the Chicago-Midway ILS localizer NW course extending from the 6-mile radius zone to 12 miles NW of the Chicago-Midway OM, excluding the portion within the O'Hare International Airport, Chicago, Ill., control zone.

Chicago, Ill., (O'Hare International Airport)
Within a 6-mile radius of Chicago-O'Hare International Airport (Lat. 41°59'10" N, Long. 87°54'28" W); within 2 miles either side of the Chicago-O'Hare VOR 331° radial extending from the 6-mile radius zone to the INT of the Northbrook, Ill., VOR 195° and the Chicago-O'Hare VOR 331° radials, and within 2 miles either side of the Chicago-O'Hare Runway 14-R ILS localizer NW course, extending from the 6-mile radius zone to the Runway 14-R OM, excluding the portion NE of a line between the INTs of the 6-mile radius and the 5-mile radius of Glenview, Illinois, control zone.

Chicago, Ill., (Meigs Airport)
Within a 3-mile radius of Meigs Airport, (Lat. 41°51'30" N., Long. 87°36'30" W) from 0600 to 2200 hours local time, daily, exoluding the portion W of Long. 87°38'00" W.

Childress, Tex.
Within a 5-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) and within 2 miles each side of the Childress VOR 182° radial, extending from the 5-mile radius zone to 8 miles S of the VOR.

China Lake, Calif.
Within a 5-mile radius of NAF China Lake (Lat. 35°41'15" N, Long. 117°41'35" W); within a 1-mile radius of Ridgecrest-Davis, Calif., Airport (Lat. 35°36'40" N, Long. 117°40'25" W) and within 2 miles either side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 3 miles N and SE of the TACAN.

Chincoteague, Va.
Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.) and within 2 miles each side of the Snow Hill, Md., VOR 181° radial, extending from the 5-mile radius zone to 2.5 miles S of the VOR, excluding the portion within R-6604. This control zone is effective from 0800 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

Cincinnati, Ohio
Within a 5-mile radius of Cincinnati Municipal (Lunken Airport), and within 2 miles either side of the Cincinnati RR SW and NE courses extending from the 5-mile radius zone to the Loveland FM

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 5-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.), from 0700 to 2300 hours, local time, daily.

Cleveland, Ohio (Cleveland-Hopkins Airport)
Within a 5-mile radius of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within 2 miles each side of the Runway 23-R-ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of the NE end of the runway; within 2 miles each side of the Runway 27-R-ILS localizer E course, extending from the 5-mile radius zone to the Runway 27-R-ILS OM; within 2 miles each side of the Strongsville, Ohio, VOR 012° radial, extending from the 5-mile radius zone to the VOR; including the airspace within a 1-mile radius of the Brooklyn Airport (latitude 41°25'30" N., longitude 81°44'25" W.); and within a 1-mile radius of the Strongsville Airpark (latitude 41°19'25" N., longitude 81°51'50" W.).

Clinton, Okla.
Within a 5-mile radius of the Clinton-Sherman AFB (latitude 35° 20' 25" N., longitude 99° 12' 00" W.); within 2 miles each side of the Clinton-Sherman VOR 003° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Clinton-Sherman AFB TACAN 174° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; and within 2 miles each side of the Clinton-Sherman AFB TACAN 006° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

AMENDMENTS 4/2/64 29 F.R. 556 (Rewritten);

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the Cannon AFB TACAN 219° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN; within 2 miles each side of the Cannon AFB VOR 227° radial, extending from the 6-mile radius zone to 12 miles SW of the VOR; within 2 miles each side of the Cannon TACAN 232° radial, extending from the 6-mile radius zone to 9 miles SW of the TACAN, and within 2 miles each side of the Cannon VOR 242° radial, extending from the 6-mile radius zone to 8 miles SW of the VOR.

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (Lat. 55°12'30" N, Long. 162°42'45" W); within 2 miles either side of the Cold Bay RR N course extending from the 5-mile radius zone to 8 miles N of the RR, and within 2 miles either side of the Cold Bay ILS localizer NW course extending from the 5-mile radius zone to the OM.

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.) and within 2 miles each side of the College Station VOR 287° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Colorado Springs, Colo.
Within a 5-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.), and within a 1-mile radius of Pikes Peak Airport, Fountain, Colo. (latitude 38°43'40" N., longitude 104°42'00" W.).

Columbia, Mo.
Within a 5-mile radius of Columbia Municipal Airport (latitude 38°58'25" N., longitude 92°21'50" W.).

Columbia, S. C.
Within a 5-mile radius of Columbia Airport (Lat. 33°56'25" N, Long. 81°06'55" W); within 2 miles either side of the Columbia VOR 326° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Columbia ILS localizer SW course extending from the 5-mile radius zone to 7 miles SW of the OM.

Columbus, Ga. (Lawson AAF).
Within a 5-mile radius of Lawson AAF (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the Lawson AAF VOR 02P radial, extending from the 5-mile radius zone to 5.5 miles N of the airport; within 2 miles each side of the Lawson VOR 206° radial, extending from the 5-mile radius zone to 8 miles SW of the Columbus RBN; and within 2 miles each side of the Lawson VOR 341° radial, extending from the 5-mile radius zone to 6 miles N of the airport, excluding the portion within R-3002.

Columbus, Ga. (Muscogee County Airport)
Within a 5-mile radius of Muscogee County Airport (Lat. 32°30'55" N, Long. 84°56'25" W); within 2 miles either side of the Columbus VOR 149° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 054° bearing from the Columbus LOM extending from the 5-mile radius zone to the LOM. excluding the portion within R-3002.

Columbus, Ind.
Within a 5-mile radius of Bakalar AFB, Columbus, Ind. (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the Bakalar AFB, extending from the 5-mile radius zone to 12 miles NE of the AFB, from 0730 to 2330 hours, local time, daily.

AMENDMENTS 4/30/64 29 F.R. 3225 (Rewritten)

Columbus, Miss.
Within a 7-mile radius of Columbus AFB, and within 25 miles either side of the extended centerline of Runway 14/32 extending from the 7-mile radius zone to 12 miles NW of the lift-off end of Runway 14/32.

Columbus, Ohio
Within a 5-mile radius of Port Columbus Airport (Lat. 39°59'34" N, Long. 82°52'50" W); within a 5-mile radius of the Lockbourne, Ohio, AFB (Lat. 39°48'51" N, Long. 82°55'56" W); within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB, within 2 miles either side of the Port Columbus ILS localizer E course extending from the Port Columbus Airport 5-mile radius zone to the Port Columbus OM, and within 2 miles either side of the Lockbourne AFB ILS localizer NE course extending from from the Lockbourne AFB 5-mile radius zone to the Lockbourne AFB OM.

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif., (Lat. 37°59'20" N, Long. 122°03'20" W).

Concord, N. H.
Within a 5-mile radius of Concord Municipal Airport (Lat. 43°12'10" N, Long. 71°30'10" W); within 2 miles either side of the 149° bearing from Lat. 43°10'54" N, Long. 71°28'21" W extending from the 5-mile radius zone to 10 miles SE of Lat. 43°10'54" N, Long. 71°28'21" W, and within 2 miles either side of the Concord VOR 284° radial extending from the 5-mile radius zone to 10 miles W of the VOR.

Cordova, Alaska
Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.
Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 11/12/64 29 F.R. 13164 (Rewritten)

Corpus Christi NAS, Texas

Within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Navy Corpus VOR 010° radial, extending from the 5-mile radius zone to 1 mile N of the VOR; within 2 miles each side of the Navy Corpus RBN 315° bearing, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 11/12/64 29 F.R. 13164 (Added)

Cotulla, Tex.

Within a 5-mile radius of Cotulla Municipal Airport (latitude 28° 27' 15" N., longitude 99° 13' 05" W.); within 2 miles each side of the Cotulla VOR 265° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Cotulla RBN 320° bearing, extending from the 5-mile radius zone to 8 miles NW of the RBN.

AMENDMENTS 4/2/64 29 F.R. 605 (Rewritten);

Covington, Ky.

Within a 5-mile radius of Greater Cincinnati Airport, Covington, Ky.; within 2 miles either side of the Greater Cincinnati ILS localizer S course extending from the 5-mile radius zone to the INT of the Cincinnati, Ohio, RR SW course; within 2 miles either side of the Cincinnati ILS localizer W course extending from the 5-mile radius zone to the INT of the Cincinnati RR NW course, and within 2 miles either side of the Cincinnati VORTAC 223° radial extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Crescent City, Calif.

Within a 5-mile radius of Jack McNamara Field, Crescent City, Calif. (latitude 41° 46' 50" N., longitude 124° 14' 00" W.), and within 2 miles each side of the Crescent City VOR 325° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR.

AMENDMENTS 5/28/64 28 F.R. 14419 (Rewritten);

Crestview, Fla.

Within a 5-mile radius of Crestview Airport (latitude 30°47'30" N., longitude 86°33'50" W.); within 2 miles either side of the 088° bearing from the Crestview RBN extending from the 5-mile radius zone to 10 miles E of the RBN and within 2 miles either side of the Crestview VOR 109° and 289° radials extending from the 5-mile radius zone to 10 miles W of the VOR.

PENDING AMENDMENT

Crestview, Fla.

Within a 5-mile radius of Bob Sikes Airport, Crestview, Fla. (latitude 30°46'47" N., longitude 86°31'21" W.) and within 2 miles each side of the Crestview VORTAC 109° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 1/7/65 29 F. R. 14917 (Rewritten)

Crows Landing, Calif.

Within a 5-mile radius of ALF Crows Landing (Lat. 37°24'35" N, Long. 121°06'40" W) and within 2 miles either side of the ALF Crows Landing TACAN 327° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN, excluding the portion within R-2528.

Cut Bank, Mont.

Within a 5-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 2 miles each side of the Cut Bank VOR 150° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR, and within 2 miles each side of the 168° bearing from the Cut Bank RBN, extending from the 5-mile radius zone to 12 miles S of the RBN.

AMENDMENTS Eff. Immed. 1/23/63 28 F.R. 843 (Rewritten); 10/17/63 28 F. R. 8446 (Rewritten);

Dalhart, Tex.

Within a 5-mile radius of Dalhart Municipal Airport (Lat. 36°01'10" N, Long. 102°33'10" W) and within 2 miles either side of the Dalhart VORTAC 182° and 002° radials, extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Dallas, Tex.

Within a 5-mile radius of Love Field, Dallas, Tex., (Lat. 32°51'00" N, Long. 96°50'50" W); within a 5-mile radius of Addison Airport, Dallas, Tex.; within 2 miles either side of the Love Field ILS localizer SE course, extending from the 5-mile radius zone to 7 miles SE of the localizer; within 2 miles either side side of a 185° bearing from the Dallas RBN extending from the Love Field 5-mile radius zone to the Duncanville RBN, and the airspace NW of Love Field bounded by a line extending from Lat. 32°49'40" N, Long. 96°55'45" W to Lat. 32°53'15" N, Long. 96°59'35" W to Lat. 32°54'40" N, Long. 96°57'45" W, through Lat. 32°56'55" N, Long. 96°55'15" W.

Danville, Va.
Within a 5-mile radius of Danville Municipal Airport (Lat. 36°34'20" N., Long. 79°20'05" W), and within 2 miles either side of the Danville VOR 208° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR.

Dayton, Ohio
Within a 5-mile radius of Dayton Municipal Airport, within 2 miles either side of the Dayton ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM, and within 2 miles either side of the Dayton ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the Tripp City RBN.

Daytona Beach, Fla.
Within a 5-mile radius of the Daytona Beach Airport (latitude 29°11'05" N., longitude 81°03'20" W.); within 2 miles each side of the Daytona Beach VOR 156° and 336° radials, extending from the 5-mile radius zone to 1 mile N of the VOR; and within 2 miles each side of the 065° bearing from the Daytona Beach OM, extending from the 5-mile radius zone to the OM.

Del Rio, Tex.
Within a 5-mile radius of Laughlin AFB, Del Rio, Tex., within 2 miles either side of the 315° bearing from the Laughlin AFB extending from the 5-mile radius zone to the Laughlin AFB RBN and within 2.5 miles either side of the Laughlin AFB VOR 140° radial extending from the 5 mile radius zone to 12 miles SE of the AFB. This control zone is effective from 0600 to 1900 hours, local time, Monday through Friday and from 1200 to 1800 hours, local time, Sunday, excluding Federal legal holidays.

Deming, N. Mex.
Within a 5-mile radius of Deming Municipal Airport (latitude 32°15'25" N., longitude 107°43'00" W.); within 2 miles either side of the Deming VOR 270° radial extending from the 5-mile radius zone to 5.5 miles W of the airport and within 2 miles either side of the Deming VOR 264° radial extending from the 5-mile radius zone to 5.5 miles E of the airport.

Denver, Colo.
Within a 10-mile radius of Stapleton Air Field, Denver, Colo., (Lat. 39°45'35" N, Long. 104°52'40" W). within 2 miles either side of the Stapleton ILS localizer E course extending from the 10-mile radius zone to 11.5 miles E of Stapleton Air Field, within 2 miles either side of the Denver VORTAC 045° radial extending from the 10 mile radius zone to 5 miles NE of the VORTAC, and within 2 miles each side of the 002° bearing from the Denver RBN, extending from the 10-mile radius zone to 13 miles N of the RBN.

Des Moines, Iowa
Within a 5-mile radius of Des Moines Municipal Airport; within 2 miles either side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone to 12 miles SE and NW of the localizer, and within 2 miles either side of the Des Moines VORTAC 176° and 356° radials extending from the 5-mile radius zone to 10 miles S of the VORTAC.

AMENDMENTS On Publ. 10/7/64 29 F.R. 13798 (Changed)

Detroit, Mich. (Detroit City Airport)
Within a 5-mile radius of Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the 143° bearing from the Detroit City RBN, extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15, within 2 miles each side of the Windsor, Ontario, Canada, RR NW course, extending from the 5-mile radius zone to the United States/Canadian border, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 347° radial, extending from the 5-mile radius zone to the United States/Canadian border.

PENDING AMENDMENT
Detroit, Mich. (Detroit City Airport)
Within a 5-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the 143° bearing from the Madison Heights, Mich. RBN, extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15 and within 2 miles each side of the Windsor, Ontario, Canada, R.R. NW course, extending from the 5-mile radius zone to the United States/Canadian border, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 320° radial extending from the 5-mile radius zone to the United States/Canadian border.

AMENDMENTS 11/19/64 29 F. R. 14982 (Rewritten)

Detroit, Mich. (Metropolitan Wayne County Airport)
Within a 5-mile radius of Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.). within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer NE course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Willow Run) control zone.

Detroit, Mich. (Willow Run Airport)
Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

Dickinson, N. Dak.
Within a 3-mile radius of Dickinson Municipal Airport (latitude 46° 47' 45" N., longitude 102° 48' 00" W.).

Dodge City, Kans.
Within a 5-mile radius of Dodge City Municipal Airport (Lat. 37°45'45" N, Long. 99°58'00" W), and within 2 miles either side of the Dodge City VOR 161° radial, extending from the 5-mile radius zone to the VOR.

Dothan, Ala.
Within a 5-mile radius of the Dothan Municipal Airport (latitude 31°14'15" N., longitude 85°26'30" W.); within a 5-mile radius of Napier Field, Dothan (latitude 31°19'10" N., longitude 85°27'30" W.); within 2 miles each side of the Dothan VORTAC 010° radial, extending from the Napier Field 5-mile radius zone to 8 miles N of the VORTAC; and within 2 miles each side of the Dothan VORTAC 143° radial, extending from the Dothan Municipal Airport 5-mile radius zone to 8 miles SE of the VORTAC.

AMENDMENTS 5/28/64 29 F.R. 3469 (Rewritten)

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31° 28' 00" N., longitude 109° 36' 10" W.), and within 2 miles each side of the Douglas VOR 122° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 2/6/64 28 F. R. 13438 (Rewritten);

Dover, Del.
Within a 6-mile radius of Dover AFB (Lat. 39°07'45" N, Long. 75°27'50" W); within 2 miles either side of the Dover AFB ILS localizer S course extending from the 6-mile radius zone to 10 miles S of the OM, and within 2 miles either side of the extended centerline of the Dover AFB Runway 13, extending from the 6-mile radius zone to 12 miles SE of the lift-off end of Runway 13. The portion within R-2803 shall be used only after obtaining prior approval from appropriate authority.

DuBois, Pa.
Within a 5-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), excluding the portion within a 1-mile radius of Bywater Airport, Falls Creek, Pa. (latitude 41°09'55" N., longitude 78°48'15" W.).
AMENDMENTS 5/28/64 29 F.R. 4853 (Added)

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.) from 0600 to 2100 hours, local time, daily.

Duluth, Minn.
Within a 5-mile radius of Duluth International Airport (latitude 46°50'35" N., longitude 92°11'35" W.), and within 2 miles each side of the Duluth VORTAC 197° radial extending from the 5-mile radius zone to 8 miles S of the VOR, and within 2 miles each side of the Duluth ILS W course extending from the 5-mile radius zone to the OM.

AMENDMENTS 10/30/64 29 F. R. 15199 (Rewritten)

PENDING AMENDMENT
Durango, Colo.
Within a 5-mile radius of La Plata Field (latitude 37°09'15" N., longitude 107°45'00" W.), effective from 0600 to 2200 hours local time, daily.

AMENDMENTS 12/10/64 29 F. R. 14358 (Added)

Dyersburg, Tenn.
Within a 5-mile radius of Dyersburg Municipal Airport (latitude 36° 00' 00" N, longitude 89° 24' 20" W.), effective from 0600 to 2200 hours, local time, daily.

Eastover, S. C.
Within a 5-mile radius of McEntire ANG Base, Eastover, S. C.

Eau Claire, Wis.
Within a 5-mile radius of Eau Claire Municipal Airport (Lat. 44°51'50" N, Long. 91°29'10" W), and within 2 miles either side of the Eau Claire VOR 004° radial, extending from the 5-mile radius zone to 10 miles N of the VOR.

Edwards AFB, Calif.
Within a 5-mile radius of Edwards AFB (Lat. 34°54'20" N, Long. 117°52'55" W); within a 3-mile radius of Edwards AF Auxiliary North Base (Lat. 34°59'11" N, Long. 117°51'41" W); within 2 miles either side of the Edwards AFB VOR 239° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Edwards VOR 239° radial extending from the 5-mile radius zone to 8 miles SW of the airport.

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.); within 2 miles either side of the 011° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the extended centerline of the Eglin AFB Runway 30, extending from the 5-mile radius zone to 6 miles southeast of the Eglin AFB ILS middle marker.

El Centro, Calif.
Within a 5-mile radius of NAF El Centro (latitude 32°49'20" N., longitude 115°40'15" W.); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (latitude 32°50'10" N., longitude 115°34'30" W.); within 2 miles each side of the Imperial VORTAC 297° radial, extending from the NAF El Centro 5-mile radius zone to the VORTAC, and within 2 miles each side of the Imperial VORTAC 327° radial, extending from the Imperial County 5-mile radius zone to the VORTAC.

AMENDMENTS 9/17/64 29 F. R. 8165 (Changed)

El Dorado, Ark.
Within a 5-mile radius of Goodwin Airport, El Dorado, Ark., (Lat. 33°13'05" N, Long. 92°48'45" W), and within 2 miles either side of the El Dorado VOR 052° radial extending from the 5-mile radius zone to 8 miles NE of the VOR.

PENDING AMENDMENT
El Dorado, Ark.
That airspace within a 5-mile radius of Goodwin Airport, El Dorado, Ark. (latitude 33°13'05" N., longitude 92°48'45" W.), and within 2 miles each side of the 052° bearing from the El Dorado RBN, extending from the 5-mile radius zone to 7.5 miles NE of the RBN.
AMENDMENTS 1/7/65 29 F.R. 14918 (Rewritten)

Elizabeth City, N. C.
Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.); within 2 miles each side of the 194° radial of the Elizabeth City VOR, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the Elizabeth City VOR 350° and 357° radials, extending from the 5-mile radius zone to 8 miles N of the VOR; and within a 1.5-mile radius of the Elizabeth City Municipal Airport (latitude 36°14'50" N., longitude 76°15'40" W.).

PENDING AMENDMENT
The Elizabeth City, N. C., control zone is amended by the additinn of control zone extensions within 2 miles each side of the Elizabeth City VOR 226° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR and within 2 miles each side of the Elizabeth City VOR 068° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR.
AMENDMENTS 12/10/64 29 F.R. 14167 (Changed)

Elkins, W. Va.
Within a 5-mile radius of Elkins Municipal/Randolph County Airport (Lat. 38°53'25" N, Long. 79°51'25" W).

Elko, Nev.
Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N. Y.
Within a 5-mile radius of Chemung County Airport, Elmira, N. Y., (Lat. 42°09'40" N, Long. 76°53'40" W); within 2 miles either side of the Elmira VOR 055° and 235° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

El Paso, Tex.
That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W., thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31° 56°20' N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at the Biggs AFB (latitude 31°50'55" N., longitude 106°22'45" W.); to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

El Toro, Calif.
Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 2 miles W and 3 miles E of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles S of the VOR, and within 2 miles each side of the El Toro VOR 225° radial extending from the 5-mile radius zone to 8 miles SW of the VOR, excluding the portion within the Orange County, Calif., and Santa Ana, Calif., control zones.

Emporia, Kans.
Within a 5-mile radius of the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.).

Enid, Okla.
Within a 5-mile radius of Vance AFB, Enid, Okla., (Lat. 36°20'20" N, Long. 97°55'00" W); within 2 miles either side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN, and within 2 miles either side of the Vance AFB VOR 134° radial, extending from the 5-mile radius zone to the VOR, see Airman's Guide for hours of designation.

AMENDMENTS 10/9/64 29 F.R. 13379 (Changed);

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'20" N. longitude 119°30'40" W.), and within 2 miles either side of the Ephrata VOR 222° radial extending from the 5-mile radius zone to the VOR.

Erie, Pa.
Within a 5-mile radius of Port Erie Airport (Lat. 42°04'56" N, Long. 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field, Eugene, Oreg. (latitude 44° 07' 25" N., longitude 123° 13' 05" W.), and within 2 miles each side of the Eugene VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC, excluding the portion within a 1-mile radius of T-Bird Airpark, Oreg., (latitude 44° 03' 15" N., longitude 123° 11' 00" W.).

AMENDMENTS 2/6/64 28 F. R. 13358 (Rewritten)

Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport, Evansville, Ind., and within 2 miles either side of the Dress Memorial Airport NE-SW runway centerline extending from the 5-mile radius zone to 10 miles NE of the Evansville OM.

Everett, Wash.
Within a 5-mile radius of Paine Fld., Everett, Wash., (Lat. 47°54'40" N, Long. 122°16'50" W); and within 2 miles either side of the 359° bearing from Paine Fld. extending from the 5-mile radius zone to the Paine RBN.

Fairbanks, Alaska (Eielson AFB).
Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson VOR 159° and 339° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the Runway 31 extended centerline, extending from the 5-mile radius zone to 5 miles NW of the NW end of Runway 31.

Fairbanks, Alaska (Fairbanks International-Wainwright AAF).
Within a 5-mile radius of Fairbanks International Airport (latitude 64°49'09" N., longitude 147°51'14" W.); within a 5-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 8 miles SW of the airport; and within 2 miles each side of the Fairbanks RR E course, extending from the Wainwright 5-mile radius zone to 7 miles E of the RR.

Fairfield, Calif.
Within a 5-mile radius of Travis AFB, Fairfield, Calif., TACAN (Lat. 38°15'04" N, Long. 121°56'15" W), and within 2 miles either side of the Travis VOR 229° radial extending from the VOR to 25 miles SW of the VOR.

Fallon, Nev.
Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.
Within a 5-mile radius of Otis AFB, Falmouth, Mass., (Lat. 41°38'54" N, Long. 70°31'12" W); within 2 miles either side of the 127° and 307° bearings from the AFB extending from the 5-mile radius zone to 9 miles SE and NW of the AFB; within 2 miles either side of the Otis AFB TACAN 030° and 224° radials extending from the 5-mile radius zone to 8 miles NE and SW of the TACAN; and within 2 miles either side of the TACAN 139° and 299° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN. The portion within R-4101 and R-4103 shall be used only after obtaining prior approval from appropriate authority.

Farewell, Alaska
Within a 5-mile radius of Farewell Airport, (Lat. 62°30'25" N, Long. 153°53'25" W), from 0545 to 2145 hours, local time, daily.

AMENDMENTS On Publ. 11/4/64 29 F. R. 14916 (Changed)

Fargo, N. Dak.
Within a 5-mile radius of Hector Field, Fargo, N. Dak., (Lat. 46°55'04" N, Long. 96°48'58" W); within 2 miles either side of the 089° bearing from the Fargo RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the Fargo ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM.

Farmington, N. Mex.
Within a 5-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.); and within 2 miles each side of the Farmington VORTAC 268° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 6/25/64 29 F.R. 8456 (Rewritten)

Fayetteville, Ark.
Within a 5-mile radius of Fayetteville Municipal Airport-Drake Field (latitude 36°00'15" N., longitude 94°10'05" W.); within 2 miles each side of the Drake VOR 328° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

AMENDMENTS 4/7/64 29 F.R. 4719 (Rewritten)

Fayetteville, N. C.
Within a 5-mile radius of Grannis Field, Fayetteville, N. C., and within 2 miles either side of the 211° bearing from the Fayetteville RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

PENDING AMENDMENT
Fayetteville, N. C.
Within a 5-mile radius of Grannis Field (latitude 34°59'25" N., longitude 78°52'50" W.), and within 2 miles each side of the Fayetteville, VOR 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.
AMENDMENTS 12/10/64 29 F. R. 14436 (Rewritten)

Findlay, Ohio
Within a 5-mile radius of the Findlay Airport (latitude 41° 00' 55" N., longitude 83° 40' 15" W.); within 2 miles each side of the Findlay VOR 046° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the Findlay RBN 178° bearing, extending from the 5-mile radius zone to 8 miles S of the RBN; excluding the portion within a 1-mile radius of the Lutz Airport (latitude 40° 57' 40" N., longitude 83° 35' 45" W.).
AMENDMENTS 4/2/64 29 F. R. 2307 (Rewritten)

Flint, Mich.
Within a 5-mile radius of Bishop Airport, Flint, Mich. (latitude 42°57'55" N., longitude 83°44'30" W.), within 2 miles each side of the Flint VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the Flint VOR 351° radial, extending from the 5-mile radius zone to 8 miles north of the VOR, within 2 miles each side of the Flint VOR 219° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Flint VOR 075° radial, extending from the 5-mile radius zone to 8 miles east of the VOR, and within 2 miles each side of the Flint VOR 052° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR.

Florence, S. C.
Within a 5-mile radius of Florence Municipal Airport and within 2 miles either side of the Florence VOR 051° and 231° radials, extending from the 5-mile radius zone to 10 miles NE of the VOR.

Fort Belvoir, Va.
Within a 3-mile radius of Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) and within 2 miles each side of the 132° bearing from Davison AAF, extending from the 3-mile radius zone to 4.8 miles SE of the airport.

Fort Bragg, N. C.
Within a 5-mile radius of Pope AFB, Fort Bragg, N. C., (Lat. 35°10'15" N, Long. 79°00'55" W); within 2 miles either side of the Pope VOR 227° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the Pope TACAN 037° radial extending from the 5-mile radius zone to 9 miles NE of the TACAN, excluding that portion SE of a line from Lat. 35°11'55" N, Long. 78°56'05" W, to Lat. 35°05'55" N, Long. 79° 00'50" W. and excluding the portion within R-5311.

Fort Eustis, Va.
Within a 3-mile radius of Felker AAF, Fort Eustis, Va., (latitude 37°07'55" N., longitude 76°36'30" W.), within 2 miles each side of the 320° bearing from the Felker AAF RBN (latitude 37°08'28" N., longitude 76°37'07" W.), extending from the 3-mile radius zone to 5 miles NW of the RBN, and within 2 miles each side of the Felker AAF Runway 13 extended centerline, extending from the 3-mile radius zone to 4 miles NW of the NW end of the Runway 13, excluding the portion within the Newport News, Va., control zone.
AMENDMENTS 5/28/64 29 F.R. 4793 (Added)

Fort Hood, Texas.
Within a 5-mile radius of Fort Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), from 0600 to 2200 hours local time, daily, excluding the portion within R-6302A. The portions of this control zone within R-6302B and R-6302C shall be used only after obtaining prior approval from appropriate authority.

Fort Knox, Ky.
Within a 5-mile radius of Godman AAF, Fort Knox, Ky., (Lat. 85°58'15" N, Long. 37°54'25" W), and within 2 miles either side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 12 miles N of the RBN.

Fort Lauderdale, Fla.
Within a 5-mile radius of the Fort Lauderdale-Hollywood International Airport (latitude 26°04'20" N., longitude 80°09'10" W.); within 2 miles on each side of the Fort Lauderdale VOR 278° and 306° radials extending from the 5-mile radius zone to 8 miles W and NW of the VOR; within 2 miles on each side of the Fort Lauderdale VOR 082° radial extending from the 5-mile radius zone to 6.5 miles E of the VOR; and within 2 miles on each side of the 135° bearing from the Fort Lauderdale RBN extending from the 5-mile radius zone to the RBN.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

Fort Leonard Wood, Mo.
Within a 4-mile radius of the Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.), and within 2 miles each side of the Forney AAF VOR 323° radial, extending from the 4-mile radius zone to 8 miles NW of the VOR and within 2 miles each side of the 148° bearing from the Forney AAF RBN, extending from the 4-mile radius zone to 8 miles SE of the RBN.

AMENDMENTS 9/17/64 29 F.R. 9663 (Added)

Fort Lewis, Wash.
Within a 5-mile radius of Gray AAF, Fort Lewis, Wash., (Lat. 47°04'55" N, Long. 122°34'55" W) excluding the portion within the Tacoma, Wash., control zone. The portions within R-6703 and R-6704 shall be used only after obtaining prior approval from appropriate authority.

Fort Myers, Fla.

Within a 5-mile radius of Page Field, Fort Myers, Fla., (Lat. 26°35'10" N, Long. 81°51'50" W), excluding the portion within a 1-mile radius of the Cape Coral Airstrip, Fort Myers, Fla., (Lat. 26°33'56" N, Long. 81°57'07" W); within 2 miles either side of the Fort Myers VOR 215° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; and within 2 miles either side of the 040° and 220° bearings from the Fort Myers RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Fort Ord, Calif.

Within a 5-mile radius of Fritzsche AAF, Fort Ord, Calif. (latitude 36°40'54" N., longitude 121°45'40" W.) and within 2 miles either side of the Fritzsche AAF Runway 11/29 extended centerline extending from the 5-mile radius zone to 6 miles NW of the approach end of Runway 11, excluding the portions subtended by chords drawn between the points of INT of the Fort Ord 5-mile radius zone with the Monterey, Calif., and Salinas, Calif., 5-mile radius zones. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority. This control zone shall be effective from 0600 to 2400 hours, local time, daily.

PENDING AMENDMENT

Fort Polk, La.

Within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25"W.); within 2 miles each side of the 160° bearing from the Polk RBn, extending from the 5-mile radius zone to 8 miles SE of the RBn, within 2 miles each side of the 340° bearing from the RBn, extending from the 5-mile radius zone to 8 miles NW of the RBn; excluding the portion within R-3804A. This control zone is effective from 0730 to 1630 hours, local time, Monday through Friday and from 0730 to 1130 hours local time, Saturday.

AMENDMENTS 12/10/64 29 F. R. 14357 (Added)

Fort Riley, Kans.

Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-3602 and the portion bounded on the NE by the 318° bearing from the Fort Riley RBN and on the SE by a line 2 miles NW of and parallel to the Fort Riley VOR 042° radial.

Fort Rucker, Ala.

Within a 9-mile radius of latitude 31°18'30" N., longitude 85°42'20" W.; within 2 miles each side of the Cairns, Ala., VOR 233° radial, extending from the 9-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Lowe, Ala., RBN 242° bearing, extending from the 9-mile radius zone to 8 miles W of the RBN; within 2 miles each side of the Hanchey, Ala., VOR 358° radial, extending from the 9-mile radius zone to 8 miles N of the VOR; within a 3-mile radius of Shell AAF, Enterprise, Ala., (latitude 31°21'54" N., longitude 85° 51'03" W.); and within a 2 mile radius of Blackwell Field, Ozark, Ala., (latitude 31°25'50" N., longitude 85°37'10" W.). excluding the portion within R-2103.

AMENDMENTS 5/28/64 29 F.R. 3469 (Rewritten)

Fort Smith, Ark.

Within a 5-mile radius of Fort Smith Municipal Airport (Lat. 35°20'10" N, Long. 94°22'10" W); within 2 miles either side of the Fort Smith VORTAC 234° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Fort Smith ILS localizer E course extending from the 5-mile radius zone to the OM.

Fort Wayne, Ind.

Within a 5-mile radius of Baer Field, Fort Wayne, Ind.; within 2 miles each side of the 231° bearing from the Fort Wayne RBN extending from the 5-mile radius zone to 10 miles SW of the RBN; within 2 miles either side of the Fort

Wayne ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM, and within 2 miles either side of the Fort Wayne VORTAC 103°, 232°, 259° and 325° radials extending from the 5-mile radius zone to 12 miles E, SW, W and NW of the VORTAC.

AMENDMENT 2/6/64 28 F. R. 13357 (Changed)

Fort Worth, Tex. (Carswell AFB)

That airspace beginning at Lat. 32°35'30" N, Long. 97°24'30" W, to Lat. 32°35'30" N, Long. 97°32'32" W, to Lat. 32°59'55" N, Long. 97°32'30" W, to Lat. 32°59'45" N, Long. 97°24'30" W, to Lat. 32°58'10" N, Long. 97° 23'45" W, to Lat. 32°42'25" N, Long. 97°24'00" W, to point of beginning.

Fort Worth, Tex. (Greater Southwest International Airport, Dallas-Fort Worth Field)
Within a 5-mile radius of Meacham Field, Fort Worth, Tex., (latitude 32°49'00" N., longitude 97°21'35" W.); within 2 miles each side of the 183° bearing from the Fort Worth RBN extending from the 5-mile radius zone to the INT of the 255° bearing from the Dallas, Tex., RBN; the airspace bounded on the E by a line 2 miles E of and parallel to a line extending from the center of Meacham Field through latitude 32°58'24" N., longitude 97°19'42" W., on the N by latitude 32°59'45" N. and on the W by the Fort Worth (Carswell AFB) control zone; within 3 miles each side of a line extending from the center of Dallas-Fort Worth Field (latitude 32°49'35" N., longitude 97°02'45" W.) to the center of Meacham Field and the airspace bounded by a line extending from latitude 32°52'07" N., longitude 97°08'50" W., to latitude 32°56'30" N., longitude 97°03'10" W., to latitude 32°49'40" N., longitude 96°55'45" W., thence extending along and bounded on the E by the W boundary of the Dallas, Tex. (Love Field), control zone to latitude 32°39'35" N., longitude 96°54' 15" W., to latitude 32°39'00" N., longitude 96°54'20" W., to latitude 32°39'00" N., longitude 97°02'10" W., to latitude 32°41'00" N., longitude 97°08'30" W., to latitude 32°46'20" N., longitude 97°06'05" W., thence clockwise along a 5-mile radius circle centered at Dallas-Fort Worth Field to latitude 32°47'04" N., longitude 97°06'58" W.

Fort Yukon, Alaska
Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N. longitude 145°15'10" W.) and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius zone to 8 miles NE of the RBN, from 0745 to 1645 hours local time, daily.

Fresno, Calif. (Chandler Municipal Airport).
Within a 5-mile radius of Chandler Municipal Airport (latitude 36° 43' 55" N., longitude 119° 49' 05" W.), and within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 2/6/64 28 F. R. 13396 (Rewritten):

Fresno, Calif. (Fresno Air Terminal).
Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 13396 (Rewritten);

Fullerton, Calif.
Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N., longitude 117°58'45" W.). excluding the portion within the Long Beach. Calif.. control zone. This control zone is effective from 0600 to 2200 hours. local time. daily.

Gage, Okla.
Within a 5-mile radius of Gage Airport (Lat. 36°17'45" N, Long. 99°46'30" W) and within 2 miles either side of the Gage VORTAC 299° and 119° radials, extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

PENDING AMENDMENT
Gage, Okla.
Within a 5-mile radius of the Gage Municipal Airport (latitude 36°17'45" N., longitude 99°46'30" W.), within 2 miles each side of the Gage VORTAC 118° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the NE course of the Gage R.R., extending from the 5-mile radius zone to 8 miles NE of the R.R.
AMENDMENTS 12/10/64 29 F. R. 14102 (Rewritten)

GAINESVILLE, FLORIDA
Within a 5-mile radius of Gainesville Airport (latitude 29° 41' 20" N., longitude 82° 16' 30" W.), and within 2 miles each side of the Gainesville VOR 032° radial, extending from the 5-mile radius zone to the VOR.
AMENDMENTS 5/28/64 29 F. R. 1842 (ADDED)

Galena, Alaska
Within a 5-mile radius of Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena TACAN 261° radial, extending from the 5-mile radius zone to 11 miles W of the TACAN; within 2 miles each side of the Galena TACAN 090° radial, extending from the 5-mile radius zone to 8 miles E of the TACAN, and within 2 miles each side of the 089° bearing from the Galena RR, extending from the 5-mile radius zone to 11.5 miles E of the RR.

AMENDMENTS 6/25/64 29 F. R. 5388 (Rewritten); On Publ. 11/4/64 29 F. R. 14918 (Changed);

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N, Long. 94°51'35" W); within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.
Within a 5-mile radius of the New Garden City Airport (latitude 37°56'08" N., longitude 100°43'46" W.); within 2 miles either side of the 144° bearing from the Garden City RBN, extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Garden City VORTAC 004° radial extending from the 5-mile radius zone to 12 miles N. of the VORTAC.

Glasgow, Mont.
Within a 5-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); within 2 miles either side of the Glasgow ILS localizer SE course extending from the 5-mile radius zone to the OM, within 2 miles either side of the Glasgow VOR 302° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, and within 2 miles either side of the Glasgow AFB TACAN 285° radial extending from the 5-mile radius zone to 8 miles W of the TACAN. The portion within R-4601 shall be used only after obtaining prior approval from appropriate authority.

Glens Falls, N. Y.
Within a 5-mile radius of Warren County Airport, Glens Falls, N. Y., (Lat. 43°20'35" N, Long. 73°36'45" W).

Glenview, Ill.
Within a 5-mile radius of NAS Glenview (latitude 42°05'21" N., longitude 87°49'07" W.); within a 1-mile radius of Chicagoland Airport, Wheeling, Ill. (latitude 42°11'35" N., longitude 87°56'05" W.) and within 2 miles either side of the Northbrook, Ill., VORTAC 138° and 159° radials extending from the Glenview 5-mile and the Chicago-O'Hare, Ill., 6-mile radius zones to the VORTAC, excluding the portion within the Chicago-O'Hare control zone.

Goldsboro, N. C.
Within a 5-mile radius of Seymour-Johnson AFB, Goldsboro, N. C., and within 2 miles either side of the 261° bearing from the AFB extending from the 5-mile radius zone to 2 miles SW of the Seymour-Johnson AFB RBN.

Grand Forks, N. Dak. (Grand Forks International Airport).
Within a 5-mile radius of Grand Forks International Airport (latitude 47° 57' 05" N., longitude 97° 10' 47" W.), and within 2 miles each side of the Grand Forks VOR 322° radial, extending from the 5-mile radius zone to 1 mile NW of the VOR.

Grand Forks, N. Dak. (Grand Forks AFB)
Within a 5-mile radius of Grand Forks AFB (Lat. 47°57'40" N, Long. 97°24'00" W) and within 2 miles either side of the Grand Forks AFB ILS localizer S course extending from the 5-mile radius zone to 12 miles S of the OM. The portion of this control zone within R-5402 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F. R. 3 (changed);

Grand Junction, Colo.
Within a 5-mile radius of Walker Field, Grand Junction, Colo., (Lat. 39°07'05" N, Long. 108°31'10" W), and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 10 miles NW of the localizer.

Grand Island, Nebr.
Within a 5-mile radius of Grand Island Airport (Lat. 40°58'04" N, Long. 98°18'51" W), and within 2 miles E and 3 miles W of the Grand Island VOR 360° radial, extending from the 5-mile radius zone to 12 miles N of the VOR.

Grand Prairie, Tex.
That airspace bounded on the W, N and E by the Amon Carter Field, Fort Worth, Tex., control zone and Dallas, Tex., control zone, and on the S by a line extending from the SE corner of the Amon Carter Field control zone to the SW corner of the Dallas control zone.

Grand Rapids, Mich.
Within a 5-mile radius of Kent County Airport, Grand Rapids, Mich. (latitude 42°52'45" N., longitude 85° 30' 30" W.), and within 2 miles each side of the Grand Rapids ILS localizer E course, extending from the 5-mile radius zone to the OM.

AMENDMENTS Eff. immed. 7/14/64 29 F.R. 9788 (Changed)

Grandview, Mo.
Within a 5-mile radius of Richards-Gebaur AFB, Grandview, Mo., (Lat. 38°50'50" N, Long. 94°33'20" W), and within 2 miles either side of the Grandview ILS localizer S course, extending from the 5-mile radius zone to the OM. The portions N of Lat. 38°52'30" N, and W of Long. 94°35'50" W are excluded.

Great Falls, Mont.
Within a 5-mile radius of Great Falls International Airport, (Lat. 47°29'00" N, Long. 111°22'00" W); within a 5-mile radius of Malmstrom AFB, Great Falls, Mont., and within 2 miles either side of lines extending from the Great Falls International Airport OM to the Great Falls International Airport and to the Malmstrom AFB.

Green Bay, Wis.
Within a 4-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44° 29' 15" N., longitude 88° 07' 45" W.); within 2 miles each side of the Green Bay VORTAC 146° radial, extending from the 4-mile radius zone to the VORTAC; within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 4-mile radius zone to the OM, and within 2 miles each side of the ILS localizer NE course, extending from the 4-mile radius zone to 11 miles NE of the airport.

Greensboro, N. C.
Within a 5-mile radius of Greensboro-High Point Airport (Lat. 36°05'36" N, Long. 79°56'34" W), and within 2 miles either side of the Greensboro VOR 207° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, excluding the portion within the Winston-Salem, N. C., control zone.

Greenville, S. C.
Within a 5-mile radius of Greenville Airport (Lat. 34°50'50" N, Long. 82°21'05" W); within a 5-mile radius of the Donaldson AFB, Greenville, S. C., (Lat. 34°45'00" N, Long. 82°22'00" W); within a 5-mile radius of Greenville-Spartanburg Airport, Greer, S. C., (Lat. 34°53'48" N, Long. 82°13'04" W); within 2 miles either side of the 219° bearing from the Greenville ILS OM extending from the Donaldson AFB 5-mile radius zone to 12 miles SW of the Greenville OM, and within 2 miles either side of the Greenville-Spartanburg ILS localizer SW course extending from the Greenville-Spartanburg 5-mile radius zone to the Greenville-Spartanburg OM.

Greenwood, Miss.
Within a 5-mile radius of Greenwood Municipal Airport (latitude 33°29'50" N., longitude 90°11'50" W.), and within 2 miles each side of the Greenwood VOR 066° and 246° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR.

Grosse Ile, Mich.
Within a 5-mile radius of NAS Grosse Ile (Lat. 42°05'55" N, Long. 83°09'40" W), excluding the portion outside the United States.

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.); within 2 miles each side of the Anderson TACAN 066° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN, and within 2 miles NW and 4 miles SE of the Anderson VOR 064° radial, extending from the 5-mile radius zone to the Guam Island (NAS Agana) 5-mile radius zone.

AMENDMENTS 5/28/64 29 F.R. 4854 (Rewritten)

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (latitude 13°29'00" N., longitude 144°47'00" E.); within 4 miles NW and 2 miles SE of the Agana VOR 244° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Guam RBN 026° bearing, extending from the 5-mile radius zone to 3 miles NE of the RBN.

AMENDMENTS 5/28/64 29 F.R. 4854 (Rewritten) Amend. Alt. 29 F. R. 7146;

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (Lat. 30°24'25" N, Long. 89°04'20" W) and within 2 miles either side of the Gulfport VOR 325° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the portion within the Biloxi, Miss., control zone.

Gulkana, Alaska
Within a 5-mile radius of Gulkana Airport (Lat. 62°09'20" N, Long. 145°27'15" W) and within 2 miles either side of the Gulkana RR N course extending from the 5-mile radius zone to 12 miles N of the RR.

Gustavus, Alaska
Within a 5-mile radius of Gustavus Airport (latitude 58°25'35" N., longitude 135°42'50" W.), and within 2 miles each side of the Gustavus RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR.

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., (latitude 37°05'05" N., longitude 76°21'25" W.), within 2.5 miles NW and 2 miles SE of the 066° bearing from the Morrison RBN, extending from the 5-mile radius zone to the RBN, within 2 miles each side of the Langley AFB TACAN 078° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN, excluding the portion within a 1-mile radius of Walker AAF, Hampton, Va., (latitude 37°00'55" N., longitude 76°18'10" W.).

AMENDMENTS 5/28/64 29 F.R. 4793 (Rewritten)

Harrisburg, Pa.
Within a 5-mile radius of Harrisburg-York State Airport (Lat. 40°12'59" N, Long. 76°51'03" W); within a 5-mile radius of the Olmsted AFB (Lat. 40°11'39" N, Long. 76°45'39" W); within 2 miles either side of the Harrisburg VORTAC 100° radial extending from the Harrisburg-York State Airport 5-mile radius zone to the VORTAC and within 2 miles either side of the Harrisburg-York State Airport ILS localizer SW course extending from the 5-mile radius zone to the OM.

Harrison, Ark.
Within a 3-mile radius of the Harrison Municipal Airport (latitude 36° 15' 55" N., longitude 93° 09' 20" W.) and within 2 miles each side of the Harrison VOR 136° radial, extending from the 3-mile radius zone to the VOR.

Hartford, Conn.
Within a 5-mile radius of Brainard Field, Hartford, Conn. (latitude 41°44'15" N., longitude 72°39'10" W.), and within 2 miles each side of the 130° bearing from the Hartford RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN.

Hastings, Nebr.
Within a 5-mile radius of Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.) within 2 miles each side of the 338° bearing from Hastings Municipal Airport, extending from the 5-mile radius zone to 8 miles NW of the airport, and within a 1-mile radius of Kent Airport, Juniata, Nebr. (latitude 40°40'00" N., longitude 98°30'15" W.),from 0600 to 2100 hours, local time, daily.

AMENDMENTS 6/25/64 29 F.R. 5784 (Added)

Hayward, Calif.
Within a 5-mile radius of Hayward Airport (Lat. 37°39'30" N, Long. 122°06'45" W), excluding that portion within the Oakland, Calif., control zone.

Helena, Mont.
Within a 5-mile radius of Helena County - City Airport (Lat. 46°36'24" N, Long. 111°59'19" W).

Hibbing, Minn.
Within a 5-mile radius of Chisholm-Hibbing County Airport (latitude 47°23'20" N., longitude 92°50'25" W.), and within 2 miles each side of the Hibbing VOR 315° radial, extending from the 5-mile radius zone to the VOR.

PENDING AMENDMENT
Hibbing, Minn.
Within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 2 miles each side of the Hibbing VOR 313° radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 210° bearing from Chisholm-Hibbing Airport, extending from the 5-mile radius zone to 8 miles SW of the airport.

AMENDMENTS 12/10/64 29 F.R. 14167 (Rewritten)

Hickory, N. C.
Within a 5-mile radius of Hickory Airport, and within 2 miles either side of the Hickory VOR 223° and 043° radials extending from the 5-mile radius zone to 5 miles NE of the VOR.

Hilo, Hawaii
Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

Hobart, Okla.
Within a 5-mile radius of the Hobart Municipal Airport (latitude 34° 59' 20" N., longitude 99° 02' 55" W.) and within 2 miles each side of the Hobart VOR 003° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 4/2/64 29 F.R. 556 (Rewritten);

Hobbs, N. Mex.
Within a 5-mile radius of Lea County Airport, Hobbs, N. Mex., (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 219° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, excluding the portion within a 1.5-mile radius of Hobbs Municipal Airport (latitude 32°46'05" N. longitude 103°12'50" W.).

AMENDMENTS 10/15/64 29 F.R. 12260 (Rewritten);

Homer, Alaska
Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).

Homestead, Fla.
Within a 5-mile radius of Homestead AFB (Lat. 25°29'15" N, Long. 80°23'10" W) and within 2 miles either side of the centerline of the NE/SW runway extending from the 5-mile radius zone to 10 miles SW of the Homestead VOR.

Honolulu, Hawaii.
Within a 5-mile radius of Honolulu International Airport (latitude 21°19'35" N., longitude 157°55'40" W.); within a 5-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.); within a 3-mile radius of ALF Ford Island (latitude 21°21'55" N., longitude 157°57'55" W.); within 2 miles each side of the Honolulu VORTAC 089° radial, extending from the VORTAC to the Honolulu International Airport, and within 2 miles NW and 4 miles SE of the Honolulu VORTAC 242° radial, extending from NAS Barber's Point 5-mile radius zone to 13 miles SW of the Honolulu VORTAC.

Honolulu, Hawaii (Wheeler AFB)
Within a 3-mile radius of Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.), and within 2 miles each side of the Honolulu VORTAC 358° radial extending from the 3-mile radius zone to the INT of the Honolulu VORTAC 358° and the Koko Head, Hawaii, VOR 298° radials, excluding the portion within R-3109. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 7/23/64 29 F. R. 7419 (Added)

Hopkinsville, Ky.
Within a 5-mile radius of Campbell AAF, Hopkinsville, Ky., (Lat. 36°40'11" N, Long. 87°29'13" W) and within 2 miles either side of the Campbell VOR 044° and 224° radials extending from the 5-mile radius zone to 10 miles NE of the VOR. The portion of this control zone within R-3702 and R-3703 shall be used only after obtaining prior approval from appropriate authority.

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Airport, Hoquiam, Wash., (Lat. 46°58'16" N, Long. 123°56'08" W) and within 2 miles either side of the Hoquiam VOR 059° radial extending from the 5-mile radius zone to the VOR.

Hot Springs, Ark.
Within a 5-mile radius of Memorial Field, Hot Springs, Ark., (Lat. 34°28'41" N, Long. 93°05'44" W) and within 2 miles either side of the Hot Springs VOR 247° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Houghton, Mich.
Within a 5-mile radius of the Houghton County Memorial Airport (latitude 47°10'00" N., longitude 88°29'20" W.); within 2 miles each side of the Houghton VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR; within 2 miles each side of the Houghton VOR 060° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the Houghton VOR 135° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the 020° bearing from the Houghton RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN; excluding that airspace within a 1-mile radius of Houghton Sands Airport (latitude 47°06'40" N., longitude 88°31'20" W.).

AMENDMENTS 9/17/64 29 F.R. 9892 (Rewritten) Amend. Alt. 9/17/64 29 F.R. 11579;

Houlton, Maine
Within a 5-mile radius of Houlton International Airport (Lat. 46°07'25" N, Long. 67°47'40" W).

Houston, Tex.
Within a 5-mile radius of Houston International Airport (Lat. 29°38'40" N, Long. 95°16'30" W); within a 5-mile radius of Ellington AFB, Houston, Tex., (Lat. 29°36'25" N, Long. 95°09'20" W); within 2 miles either side of the 138° bearing of the Houston RBN extending from the Houston International Airport 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the 043° bearing of the Pearland, Tex., RBN, extending from the Ellington AFB 5-mile radius zone to the RBN.

Huntington, W. Va.
Within a 5-mile radius of Tri-State Airport, Huntington, W. Va.; within a 5-mile radius of Huntington Downtown Airport, Chesapeake, Ohio; within 2 miles either side of the 253° bearing from the Huntington RBN extending from the Tri-State Airport 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Tri-State Airport ILS localizer NW course extending from the Tri-State 5-mile radius zone to the OM.

Huntsville, Ala.
Within a 6-mile radius of Huntsville Airport excluding the portion within R-2104.

Huron, S. Dak.
Within a 5-mile radius of Huron Municipal Airport; within 2 miles each side of the Huron RBN 235° bearing, extending from the 5-mile radius zone to 12 miles SW of the RBN, and within 2 miles either side of the Huron ILS localizer NW course extending from the 5-mile radius zone to 12 miles NW of the OM.

Hutchinson, Kans.
Within a 5-mile radius of Hutchinson Municipal Airport (Lat. 38°04'00" N, Long. 97°51'35" W); within an 8-mile radius of the Hutchinson ANG Base (Lat. 37°55'35" N, Long. 97°54'20" W), and within 2 miles either side of the Hutchinson VORTAC 222° radial extending from the Hutchinson ANG Base 8-mile radius zone to 12 miles SW of the VORTAC.

Hyannis, Mass.
Within a 3-mile radius of Barnstable Airport, Hyannis, Mass. and within 2 miles either side of the 048° bearing from the airport extending from the 3-mile radius zone to 10 miles NE of the airport, excluding the portion beyond the shoreline.

Idaho Falls, Idaho
Within a 5-mile radius of the Fanning Field, Idaho Falls, Idaho, (latitude 43°31'05" N., longitude 112°04'05" W.); within a 1-mile radius of Rigby, Idaho, Airport (latitude 43°38'45" N., longitude 111°55'45" W.); within 2 miles each side of the Idaho Falls-VOR 223° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles NE of the VOR; and within 2 miles each side of the 036° bearing from the Idaho Falls RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN.

AMENDMENTS 4/30/64 29 F.R. 3000 (Rewritten)

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (Lat. 59°45'08" N, Long. 154°54'38" W) and within 2 miles either side of the Iliamna RR 8 course, extending from the 5-mile radius zone to a point 12 miles S of the RR.

Indianapolis, Ind.
Within a 5-mile radius of the Weir Cook Municipal Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2 miles each side of the Runway 4 ILS localizer NE course, extending from the 5-mile radius zone to 7 miles NE of the airport; within 2 miles each side of the Runway 31 ILS localizer SE course, extending from the 5-mile radius zone to 6 miles SE of the airport; and within 2 miles each side of the Indianapolis VORTAC 142° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 4/1/64 29 F.R. 4671 (Rewritten)

International Falls, Minn.
Within a 5-mile radius of the Falls International Airport, International Falls, Minn., (Lat. 48°33'58" N, Long. 93°24'07" W), and within 2 miles either side of the International Falls VOR 133° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion outside the United States.

Islip, N. Y.
Within a 5-mile radius of the McArthur Airport, Islip, N. Y., (Lat. 40°47'50" N, Long. 73°06'00" W), and within 2 miles either side of the Islip ILS localizer SW course, extending from the 5-mile radius zone to 8.2 miles SW of the OM, from 0700 to 2300 hours, local time, daily.

PENDING AMENDMENT
The Islip, N. Y. control zone is amended by deleting "extending from the 5-mile radius zone to 8.2 miles SW of the OM, from 0700 to 2300 hours, local time, daily." and substituting therefor "extending from the 5-mile radius zone to 8.2 miles SW of the OM."
AMENDMENTS 1/7/65 29 F. R. 14917 (Changed)

Ithaca, N. Y.

Within a 5-mile radius of the Tompkins County Airport, Ithaca, N. Y., (Lat. 42°29'25" N, Long. 76°27'30" W) and within 2 miles either side of the Ithaca VOR 305° radial extending from the 5-mile radius zone to 12 miles NW of the VOR, excluding the area bounded by a line parallel to and 1,500 feet E of the Ithaca Municipal Airport runway and a line .5 mile N of the runway at 090° to the extended centerline of the runway. This control zone is effective from 0600 to 2300 hours Monday through Friday. 0600 to 2100 hours Saturday and 0900 to 2300 hours Sunday, local time.

Jackson, Mich.

Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

AMENDMENTS 6/30/64 29 F.R. 8417 (Changed);

Jackson, Miss.

Within a 5-mile radius of Allen C. Thompson Airport (latitude 32°18'40" N., longitude 90°04'33" W.); within a 5-mile radius of Hawkins Field, Jackson, Miss. (latitude 32°20'01" N., longitude 90°13'19" W.); within a 3-mile radius of Bruce Campbell Airport, Jackson, Miss. (latitude 32°26'45" N., longitude 90°06'00" W.); within 2 miles NE and 3 miles SW of the Jackson VORTAC 156° radial, extending from the Allen C. Thompson Airport 5-mile radius zone to the VORTAC; within 2 miles each side of the Jackson VORTAC 195° radial, extending from the Hawkins Field 5-mile radius zone to the VORTAC; within 2 miles each side of the 002° bearing from the Jackson RBN, extending from the Hawkins Field 5-mile radius zone to 8 miles N of the RBN; and within 2 miles each side of the Jackson VORTAC 139° radial, extending from the Bruce Campbell Airport 3-mile radius zone to the VORTAC.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

Jackson, Tenn.

Within a 5-mile radius of McKellar Field, Jackson, Tenn., (Lat. 35°35'55" N, Long. 88°54'55" W), and within 2 miles either side of the 022° bearing from the Martin, Tenn., RBN extending from the 5-mile radius zone to the RBN.

Jacksonville, Fla. (Imeson Airport)

Within a 5-mile radius of the Imeson Airport (Lat. 30°25'17" N, Long. 81°38'15" W); within 2 miles either side of the Jacksonville VORTAC 064° radial extending from the 5-mile radius zone to 10 miles NE; within 2 miles either side the 090° bearing from the Jacksonville RBN extending from the 5-mile radius zone to 10.3 miles E of the RBN; within a 3-mile radius of NAS Mayport (Lat. 30°23'45" N, Long. 81°25'16" W) and within 2 miles either side of the 051° bearing from the NAS Mayport RBN extending from the 3-mile radius zone to 10 miles NE.

Jacksonville, Fla. (NAS Jacksonville and Cecil)

Within a 5-mile radius of NAS Jacksonville (Lat. 30°14'00" N, Long. 81°41'00" W); within a 5-mile radius of NAS Cecil, Fla., (Lat. 30°13'00" N, Long. 81°52'45" W); within 2 miles either side of the NAS Cecil VOR 271° radial extending from the NAS Cecil 5-mile radius zone to 12 miles W of the VOR; within 2 miles either side of the NAS Cecil VOR 181° radial extending from the NAS Cecil 5-mile radius zone to 12 miles S of the VOR; within 2 miles either side of the NAS Cecil VOR 084° radial, extending from the NAS Cecil 5-mile radius zone to the NAS Jacksonville 5-mile radius zone; within 2 miles either side of the NAS Jacksonville TACAN 271° radial extending from the NAS Jacksonville 5-mile radius zone to the NAS Cecil 5-mile radius zone; within 2 miles either side of the NAS Jacksonville TACAN 097°, 127° and 231° radials extending from the NAS Jacksonville 5-mile radius zone to 6 miles E, SE and SW of the TACAN, excluding the portion within a 1-mile radius of Herlong Airport (Lat. 30°16'30" N. Long. 81°48'20" W).

Jacksonville, N. C.

Within a 3-mile radius of the New River MCAF, Jacksonville, N. C., (Lat. 34°42'25" N, Long. 77°26'35" W) and within 2 miles either side of the 046° and 226° bearings from the New River RBN extending from the 3-mile radius zone to 12 miles NE and SW of the RBN, excluding the portion within R-5306C. The portion within R-5307 shall be used only after obtaining prior approval from appropriate authority.

Jamestown, N. Dak.

Within a 5-mile radius of Jamestown Airport; within 2 miles either side of the Jamestown RR E course extending from the 5-mile radius zone to 10 miles E of the RR and within 2 miles either side of the Jamestown VOR 191° and 011° radials extending from the 5-mile radius zone to 10 miles S of the VOR.

Janesville, Wis.
Within a 5-mile radius of Rock County Airport, Janesville, Wis., (Lat. 42°37'12" N, Long. 89°02'25" W) see Airman's Guide for hours of designation.

AMENDMENTS 9/8/64 29 F.R. 11960 (Changed)

Johnstown, Pa.
Within a 5-mile radius of Johnstown-Cambria County Airport (Lat. 40°18'55" N, Long. 78°50'00" W), and within 2 miles either side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 12 miles SW of the VOR, from 0800 from to 2200 hours e.s.t., daily.

Joliet, Ill.
Within a 5-mile radius of Joliet Municipal Airport (Lat. 41°31'05" N, Long. 88°10'30" W) and within 2 miles either side of the Joliet VORTAC 104° and 284° radials, extending from the 5-mile radius zone to 12 miles W of the VORTAC.

Joplin, Mo.
Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) and within 2 miles each side of the Joplin ILS localizer SE course. extending from the 5-mile radius zone to 7 miles SE of the airport.

Junction, Tex.
Within a 3-mile radius of the Kimble County Airport, Junction, Tex. (latitude 30°30'35" N., longitude 99° 45'45" W.); within 2 miles each side of the junction VOR 150° radial, extending from 4 miles SE of the airport to the VOR; and within 2 miles each side of the extended centerline of the Kimble County Airport Runway 17, extending from the 3-mile radius zone to 4 miles S of the S end of Runway 17.

Juneau, Alaska
Within a 5-mile radius of Juneau Municipal Airport (latitude 58°21'30" N., longitude 134°35'00" W.), and within 2 miles each side of the Juneau localizer W course, extending from the 5-mile radius zone to 2 miles W of the Coghlan Island, Alaska, RBN.

Kahului, Hawaii
Within a 5-mile radius of Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.); within 2 miles each side of the Maui VOR 038° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Maui VOR 201° radial, extending from the 5-mile radius zone to 9 miles S of the VOR; and within 2 miles each side of the extended centerline of Runway 2, extending from the 5-mile radius zone to 10 miles SW of the SW end of Runway 2.
AMENDMENTS 4/30/64 29 F. R. 2308 (Rewritten); 11/12/64 29 F. R. 15408 (Rewritten)

Kalamazoo, Mich.
Within a 5-mile radius of Kalamazoo Municipal Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within 2 miles each side of the Kalamazoo VOR 001°, 167° and 229° radials, extending from the 5-mile radius zone to 7 miles N, S and SW of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer S course, extending from the 5-mile radius zone to the OM. This control zone is effective from 0700 to 2300 hours, local time, daily.

Kaneohe, Hawaii.
That airspace extending upward to 5,000 feet within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

Kansas City, Mo.
Within a 7.5-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) and within 2 miles each side of the Kansas City VORTAC 185° and 179° radials, extending from the 7.5-mile radius zone to the VORTAC.

Kansas City, Mo. (Mid-Continent Airport)
Within a 5-mile radius of Mid-Continent Airport (latitude 39°18'05" N., longitude 94°43'36" W.). This control zone is effective from 0700 to 2300 hours local time daily and during specific dates and times established in advance by a Notice to Airmen.

Kenai, Alaska
Within a 5-mile radius of Kenai Airport (Lat. 60°33'50" N, Long. 151°15'00" W); within 2 miles either side of the Kenai RR NE course extending from the 5-mile radius zone to 12 miles NE of the RR, and within 2 2 miles either side of the Kenai VOR 025° radial extending from the 5-mile radius zone to 12 miles NE of the VOR.

Key West, Fla.
Within a 5-mile radius of Key West International Airport; within a 5-mile radius of NAS Boca Chica, Key West; within 2 miles each side of the 269° bearing from the Key West RBN, extending from the Key West 5-mile radius zone to 10 miles W of the RBN; within 2 miles each side of the 242° bearing from the Key West RBN, extending from the Key West 5-mile radius zone to 10 miles SW of the RBN: and within 2 miles either side of the Key West VOR 313° and 273° radials extending from the Key West 5-mile radius zone to 10 miles NW and W of the VOR.

Killeen, Texas.
Within a 5-mile radius of Gray AFB, Killeen, Texas (latitude 31°04'20" N., longitude 97°49'45" W.). and within 2 miles each side of the extended centerline of runway 15/33 extending from the 5-mile radius zone to 8 miles NW and SE of the AFB, excluding the portion within the Fort Hood, Texas, control zone. The portion of this control zone within Restricted Area R-6302C shall be used only after obtaining prior approval from appropriate authority. This control zone shall be effective as specified in a Notice to Airmen issued no less than 24 hours in advance.

King Salmon, Alaska
Within a 5-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W); within 2 miles either side of the King Salmon VOR 132° and 312° radials extending from the 5-mile radius zone to 12 miles NW of the VOR and within 2 miles either side of the King Salmon TACAN 301° radial extending from the 5-mile radius zone to 11 miles NW of the TACAN.

Kingsville, Tex.
Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN; and within 2 miles each side of the Kingsville VOR 315° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 11/12/64 29 F.R. 13164 (Added)

KINSTON, N.C.
Within a 5-mile radius of Stallings Field, Kinston, N. C. (latitude 35°19'40" N., longitude 77°37'05" W.). effective from 0700 to 2330 hours, local time, daily.

Kirksville, Mo.
Within a 3-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

Klamath Falls, Oreg.
Within a 5-mile radius of Kingsley Field, Klamath Falls, Oreg., (Lat. 42°09'25" N, Long. 121°43'55" W).

Knoxville, Tenn.
Within a 5-mile radius of the McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within 2 miles each side of the Knoxville ILS localizer SW course, extending from the 5-mile radius zone to 6 miles SW of the airport, within 2 miles each side of the Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 045° bearing from the Knoxville RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN.

AMENDMENTS 8/20/64 29 F.R. 8163 (Rewritten)

Kodiak, Alaska
Within a 5-mile radius of NAS Kodiak and within 2 miles either side of the Kodiak RR SW course extending from the 5-mile radius zone to the RR.

Kotzebue, Alaska
Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island
Within a 5-nmi radius of NAS Kwajalein (Lat. 8°45'00" N, Long. 167°45'00" E).

La Crosse, Wis.
Within a 5-mile radius of La Crosse Municipal Airport (Lat. 43°52'38" N., Long. 91°15'21" W.); within 2 miles each side of the 140° and 308° bearings from the La Crosse RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN; and within 2 miles either side of the La Crosse VOR 322° radial extending from the 5-mile radius zone to 12 miles NW of the VOR.

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport, Lafayette, Ind., (Lat. 40°24'46" N, Long. 86°55'57" W). within 2 miles either side of the Westpoint, Ind., VOR 038° radial extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the Lafayette VOR 144° radial extending from the 5-mile radius zone to the VOR.

Lafayette, La.
Within a 5-mile radius of Lafayette Airport (Lat. 30°12'00" N, Long. 91°59'40" W); within 2 miles either side of the Lafayette ILS localizer N course, extending from the 5-mile radius zone to the OM; and within 2 miles either side of the Lafayette VOR 172° radial, extending from the 5-mile radius zone to 12 miles S of the VOR.

Lake Charles, La. (Lake Charles Municipal Airport)
Within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.); within 2 miles either side of the Lake Charles VOR 259° radial extending from the 5-mile radius zone to 1 mile W of the VOR; within 2 miles either side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM; and within 2 miles either side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the localizer.

PENDING AMENDMENT
Lake Charles, La.
That airspace within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.); within 2 miles each side of the Lake Charles VOR 259° radial extending from the 5-mile radius zone to 1 mile W of the VOR; within 2 miles each side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

AMENDMENTS 1/7/65 29 F. R. 14621 (Rewritten)

PENDING AMENDMENT
Lake Tahoe, Calif.
Within a 5-mile radius of Lake Tahoe Airport (latitude 38°53'30" N., longitude 119°59'50" W.), effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/10/64 29 F. R. 14358 (Added)

Lakehurst, N. J.
Within a 5-mile radius of the INT of Runways 6/24 and 15/33 (Lat. 40°02'00" N, Long. 74°21'18" W) of NAS Lakehurst (Lat. 40°02'05" N, Long. 74°21'05" W), West Field; within 5 miles either side of the Runway 15/33. The portion within R-5001 shall be used only after obtaining prior approval from appropriate authority.

Lanai, Hawaii
Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.
Within a 5-mile radius of Lancaster Airport (Lat. 40°07'10" N, Long. 76°17'47" W); within 2 miles either side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 12 miles SE of the VOR and within 2 miles either side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 12 miles W of the VOR from 0700 to 2100 hours, local standard time, daily.

Lansing, Mich.
Within a 5-mile radius of Canital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

Laramie, Wyo.
Within a 5-mile radius of General Brees Field, Laramie, Wyo., (latitude 41° 18' 50" N., longitude 105° 40' 25" W.); within 2 miles each side of the Laramie VOR 332° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the 332° bearing from the Laramie RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

Laredo, Tex.
Within a 10-mile radius of Laredo AFB and within 2 miles either side of the Laredo VORTAC 147° radial extending from the 10-mile radius zone to 10 miles SE of the VORTAC, excluding the portion outside the United States.

Las Vegas, N. Mex.
Within a 5-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.) and within 2 miles each side of the Las Vegas VORTAC 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Las Vegas, Nev. (McCarran Field)
Within a 5-mile radius of McCarran Field (Lat. 36°05'05" N, Long. 115°09'00" W), and within 2 miles SE and and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.5 miles NE of the VORTAC.

Las Vegas, Nev. (Nellis AFB)
Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

Lawton, Okla.
Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A. The portion of this control zone within R-5601B shall be used only after obtaining prior approval from appropriate authority.

Leavenworth, Kans.
Within a 5-mile radius of Sherman AAF, Leavenworth, Kans. (latitude 39°22'05" N., longitude 94°54'45" W.).

Lebanon, N. H.
Within a 5-mile radius of Lebanon-Regional Airport (Lat. 43°37'35" N, Long. 72°18'10" W), and within 2 miles either side of the Lebanon VOR 231° radial, extending from the 5-mile radius zone to the VOR.

Lemoore, Calif.
Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

AMENDMENTS 1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Changed) 2/6/64 28 F. R. 13769

Lewiston, Idaho
Within a 5-mile radius of Lewiston-Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius zone to the VOR, from 0330 to 2230 hours local time, daily.

Lewistown, Mont.
Within a 5-mile radius of Lewistown Airport (Lat. 47°03'00" N, Long. 109°28'30" W), and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.
Within a 5-mile radius of Blue Grass Airport, Lexington, Ky., (Lat. 38°02'10" N, Long. 84°36'15" W); within 2 miles either side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Lexington Blue Grass ILS localizer NE course, extending from the 5-mile radius zone to the INT of the localizer NE course with the Lexington VORTAC 340° radial.

Lihue, Hawaii
Within a 5-mile radius of Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.); within 2 miles each side of the Lihue VOR 041° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Lihue VOR 130° radial, extending from the 5-mile radius zone to 9 miles SE of the VOR.

AMENDMENTS 4/2/64 29 F.R. 556 (Rewritten);

Limestone, Maine

Within a 6-mile radius of Loring AFB, Limestone, Maine, (Lat. 46°57'05" N, Long. 67°53'10" W); within 2 miles either side of a direct line extending between the Loring AFB and the Loring AFB VOR, and within 2 miles either side of a direct line between the Loring AFB and Lat. 46°44'46" N, Long. 68°04'01" W, excluding the portion within the Presque Isle, Maine, control zone and the portion outside the United States.

Lincoln, Nebr.

Within a 5-mile radius of Lincoln AFB (Lat. 40°50'35" N, Long. 96°45'42" W); within 2 miles either side of the Raymond, Nebr., VORTAC 195° and 015° radials, extending from the 5-mile radius zone to 12 miles NE of the VORTAC, and within 2 miles either side of the Lincoln ILS localizer S course extending from the 5-mile radius zone to 5 miles S of the OM.

Little Rock, Ark. (Adams Field)

Within a 5-mile radius of Adams Field (Lat. 34°43'45" N, Long. 92°13'45" W); within 2 miles either side of the Little Rock VORTAC 141° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC, and within 2 miles either side of the Little Rock ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Little Rock, Ark. (Little Rock AFB)

Within a 5-mile radius of Little Rock AFB and within 2 miles either side of the centerline of the Little Rock AFB NE/SW runway extending from the 5-mile radius zone to 19 miles NE of the runway end.

Lompoc, Calif.

Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif., (Lat. 34°43'45" N, Long. 120°34'15" W), and within 2 miles SW of, and 3 miles NE of the Vandenberg VOR 316° radial extending from the 5-mile radius zone to the VOR, excluding that portion within R-2516.

London, Ky.

Within a 3-mile radius of London Airport and within 2 miles either side of the London VORTAC 027° and 207° radials, extending from the 3-mile radius zone to 10 miles SW of the VORTAC.

Long Beach, Calif.

Within a 5-mile radius of Long Beach Airport (Lat. 33°49'07" N, Long. 118°09'04" W); within a 5-mile radius of the NAS Los Alamitos, Calif., (Lat. 33°47'30" N, Long. 118°02'50" W), excluding the portion within a 1-mile radius of the Sunset Beach, Calif., Airport (Lat. 33°43'10" N, Long. 118°02'10" W).

Longview, Tex.

Within a 5-mile radius of the Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.), within 2 miles each side of the Gregg County VOR 313° radial extending from the 5-mile radius zone to 8 miles NW of the VOR, within 2 miles each side of the Gregg County ILS localizer NW course extending from the 5-mile radius zone to the LOM, and within 2 miles each side of the Gregg County ILS localizer SE course extending from the 5-mile radius zone to the INT of the ILS localizer SE course and the Marshall, Tex., VOR 251° radial.

AMENDMENTS 7/23/64 29 F. R. 7017 (Rewritten)

Los Angeles, Calif. (Hawthorne Municipal Airport)

Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W., effective from 0700 to 2300 hours, local time, daily.

Los Angeles, Calif. (Los Angeles International Airport)

Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°24'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles on each side of the Los Angeles ILS localizer E course extending from the Los Angeles 5-mile radius zone to the OM; within 2 miles on each side of the Los Angeles VOR 096° radial extending from the Hawthorne 3-mile radius zone to 4 miles E. of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N. of a line drawn between the points of INT of the Los Angeles 5-mile radius zone and the Santa Monica, Calif., 3-mile radius control zone, and excluding the portion within the Hawthorne Municipal Airport control zone.

Louisville, Ky.
Within a 5-mile radius of Standiford Field, Louisville, Ky., (Lat. 38°10'33" N, Long. 85°44'12" W); within a 5-mile radius of Bowman Field, Louisville, Ky., (Lat. 38°13'40" N, Long. 85°39'45" W); within 2 miles either side of the Standiford Field ILS localizer NE course, extending from the Standiford 5-mile radius zone to the INT of the localizer NE course and the Louisville VORTAC 328° radial; within 2 miles either side of the Standiford Field ILS localizer SW course, extending from the Standiford 5-mile radius zone to the OM; within 2 miles either side of the Louisville VORTAC 301° radial, extending from the Standiford 5-mile radius zone to the VORTAC, and within 2 miles either side of the Louisville VORTAC 331° radial, extending from the Bowman Field 5-mile radius zone to the VORTAC.

Lubbock, Tex.
Within a 5-mile radius of Lubbock Municipal Airport (Lat. 33°39'35" N, Long. 101°49'41" W); within a 5-mile radius of Reese AFB, Lubbock, Tex.; within 2 miles either side of the Lubbock RR E course, extending from Lubbock 5-mile radius zone to the RR; within 2 miles either side of the Lubbock RR N course, extending from the Reese 5-mile radius zone to 8 miles N of the RR; within 2 miles either side of the Lubbock VORTAC 302° and 122° radials, extending from the Lubbock 5-mile radius zone to 10 miles NW of the VORTAC and within 2 miles either side of the 180° bearing from the Lubbock LOM extending from the Lubbock 5-mile radius zone to the LOM.

Lufkin, Tex.
Within a 5-mile radius of Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.).

AMENDMENTS 6/25/64 29 F.R. 8141 (Rewritten)

Lynchburg, Va.
Within a 5-mile radius of Preston Glenn Airport, Lynchburg, Va., (Lat. 37°19'40" N, Long. 79°12'05" W); and within 2 miles either side of the Lynchburg VORTAC 021° and 201° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Macon, Ga.
Within a 5-mile radius of Macon Municipal Airport, Macon, Ga.(latitude 32°41'35" N.,longitude 83°38'50" W.); within a 5-mile radius of the Robins AFB, Macon, Ga. (latitude 32°38'30" N., longitude 83°35'35" W.): within 2 miles each side of the Macon VORTAC 316° radial extending from the Macon Municipal Airport 5-mile radius zone to 11.5 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 325° radial extending from the Macon Municipal Airport 5-mile radius zone to 8 miles NW of the VORTAC; within 2 miles each side of the Macon VORTAC 138° radial, extending from the Robins AFB 5-mile radius zone to 13 miles SE of the VORTAC; and within 2 miles each side of the Robins AFB ILS localizer SE course, extending from the Robins AFB 5-mile radius zone to 7 miles SE of the airport.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

Madison, Wis.
Within a 5-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Truax VOR 134° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR, and within 2 miles each side of the Truax VOR 320° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR.

PENDING AMENDMENT
Madison, Wis.
Within a 5-mile radius of Truax Field, Madison, Wis. (latitude 43°08'20" N., longitude 89°20'15" W.); within 2 miles each side of the Madison ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Truax VOR 134° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Truax VOR 320° radial, extending from the 5-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Truax VOR 359° radial, extending from the 5-mile radius zone to 7 miles N of the VOR.

AMENDMENTS 1/7/65 29 F. R. 14785 (Rewritten)

Manchester, N. H.,
Within a 5-mile radius of Grenier Field, Manchester, N. H., (Lat. 42°55'55" N, Long. 71°26'20" W); within 2 miles either side of the 337° and 157° bearings from the Manchester RBN extending from the 5-mile radius zone to 10 miles SE of the RBN and within 2 miles either side of the Manchester VOR 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SW of the VOR from 0600 to 2300 hours, local time, daily.

AMENDMENTS On. Publ. 3/28/64 29 F.R. 4081 (Changed);

Mansfield, Ohio
Within a 5-mile radius of the Mansfield Municipal Airport (Lat. 40°49'15" N, Long. 82°30'45" W); within 2 miles either side of the Mansfield VORTAC 128° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the Mansfield ILS localizer SE course, extending from the 5-mile radius zone to the OM.

PENDING AMENDMENT
Mansfield, Ohio
Within a 5-mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.).

AMENDMENTS 12/10/64 29 F.R. 14166 (Rewritten)

Marquette, Mich. (K. I. Sawyer AFB)
Within a 5-mile radius of the K. I. Sawyer AFB (Lat. 46°21'15" N, Long. 87°23'40" W); within 2 miles either side of the K. I. Sawyer VOR 000° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles either side of the K. I. Sawyer VOR 180° radial extending from the 5-mile radius zone to 15 miles S of the VOR. The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F.R. 4 (Changed);

Marquette, Mich. (Marquette County Airport)
Within a 5-mile radius of the Marquette County Airport (Lat. 46°32'03" N. Long. 87°33'35" W); within 2 miles either side of the Marquette VOR 083° radial, extending from the 5-mile radius zone to 9 miles E of the VOR, and within 2 miles either side of the Marquette VOR 249° radial, extending from the 5-mile radius zone to 12 miles SW of the VOR. The portion of this control zone within R-4208 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F.R. 4 (Changed);

Martha's Vineyard, Mass.
Within a 5-mile radius of the Martha's Vineyard Airport (Lat. 41°23'35" N, Long. 70°36'56" W); within 2 miles either side of the 040° bearing from the Martha's Vineyard RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Martha's Vineyard VOR 052° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR, excluding the portions within the Falmouth, Mass., control zone and the portion within a 1.5-mile radius of the Katama Airpark (Lat. 41°21'45" N, Long. 70°31'30" W). This control zone is effective 0900 to 1700 hours, local time, daily, September 5 through June 22, and 0900 to 1900 hours, local time, daily, June 23 through September 4, annually.

Martinsburg, Pa.
Within a 3-mile radius of Blair County Airport, Martinsburg, Pa.

Martinsburg, W. Va.
Within a 5-mile radius of the Martinsburg Airport (Lat. 39°24'05" N, Long. 77°59'00" W), within 2 miles either side of the Martinsburg RR SW course extending from the 5-mile radius zone to 10 miles SW of the RR.

Marysville, Calif. (Beale AFB)
Within a 5-mile radius of Beale AFB (Lat. 39°08'10" N, Long. 121°26'05" W), and within 2 miles either side of the Beale AFB VOR 162° radial extending from the 5-mile radius zone to the VOR.

Marysville, Calif (Yuba County Airport)
Within a 5-mile radius of Yuba County Airport (Lat. 39°05'51" N, Long. 121°34'10" W); within 2 miles either side of the 158° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles S of the RBN, and within 2 miles either side of the 342° bearing from the Marysville RBN extending from the 5-mile radius zone to 8 miles N of the RBN, excluding the portion within the Beale AFB, Calif., control zone.

Mason City, Iowa
Within a 5-mile radius of Mason City Municipal Airport (Lat. 43°09'30" N, Long. 93°20'05" W). and within 2 miles either side of the Mason City VORTAC 002° and 182° radials, extending from the 5-mile radius zone to 10 miles S of the VORTAC.

Massena, N. Y.
Within a 5-mile radius of Richards Field, Massena, N. Y., (Lat. 44°56'10" N, Long. 74°50'50" W).

McAlester, Okla.
Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.
Within a 5-mile radius of Miller International Airport (Lat. 26°10'40" N, Long. 98°14'25" W); within 2 miles either side of the McAllen VOR 095° and 322° radial, extending from the 5-mile radius zone to 7 miles E and NW of the VOR, excluding the portion outside of the United States.

McComb, Miss.
Within a 3-mile radius of the McComb-Pike County Airport (latitude 31°15'15" N., longitude 90°28'15" W.) and within 2 miles each side of the McComb VOR 254° radial, extending from the 3-mile radius zone to the VOR.

AMENDMENTS 9/17/64 29 F.R. 10459 (Rewritten)

McGrath, Alaska
Within a 5-mile radius of McGrath Airport (Lat. 62°57'05" N, Long. 155°36'10" W), and within 2 miles either side of the McGrath RR SE course, extending from the 5-mile radius to 12 miles SE of the RR.

Medford, Oreg.
Within a 5-mile radius of Medford Municipal Airport (latitude 42°22'15" N., longitude 122°52'20" W.); within 2 miles each side of the Medford ILS localizer N course, extending from the 5-mile radius zone to 6 miles N of the OM, and within 2 miles each side of the Medford RR N course, extending from the 5-mile radius zone to 5.5 miles N of the RR.
AMENDMENTS 4/30/64 29 F. R. 2933 (Rewritten)

Melbourne, Fla.
Within a 5-mile radius of the John F. Kennedy Memorial Airport (latitude 28°06'05" N., longitude 80°38'10" W.); within a 5-mile radius of the Patrick AFB, Cocoa, Fla. (latitude 28°14'15" N, longitude 80°36'35" W.); within 2 miles each side of the 266° bearing from the Melbourne RBN, extending from the Kennedy 5-mile radius zone to 7 miles W of the RBN; within 2 miles each side of the 032° bearing from the Melbourne RBN, extending from the Patrick AFB 5-mile radius zone to 1 mile NE of the RBN; and within 2 miles each side of the Melbourne VOR 263° radial, extending from the Kennedy 5-mile radius zone to 7 miles W of the VOR.

AMENDMENTS 8/20/64 29 F. R. 8141 (Rewritten)

Memphis, Tenn. (Metropolitan Airport)
Within a 5-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 2 miles each side of the Memphis VORTAC 112° radial, extending from the 5-mile radius zone to 8 miles E of the VORTAC; within 2 miles each side of the Memphis Runway 35 ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Memphis VORTAC 284° radial, extending from the 5-mile radius zone to 6 miles W of the airport; and within 2 miles each side of the extended centerline of Runway 3, extending from the 5-mile radius zone to 5.5 miles NE of the airport; excluding the portion within a 1-mile radius of the Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

Memphis, Tenn. (NAS Memphis)
Within a 5-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.); within 2 miles each side of the NAS Memphis TACAN 225° radial, extending from the 5-mile radius zone to 8 miles SW of the NAS; and within 2 miles each side of the NAS Memphis TACAN 035° radial, extending from the 5-mile radius zone to 7 miles NE of the NAS.

Menominee, Mich.
Within a 5-mile radius of Menominee County Airport (latitude 45° 07' 25" N., longitude 87° 38' 20" W.) and within 2 miles either side of the Menominee VOR 351° radial, extending from the 5-mile radius zone to 8 miles north of the VOR - see Airman's Guide for hours of designation.

AMENDMENTS 3/5/64 28 F.R. 14225 (Added); 9/8/64 29 F.R. 11960 (Changed);

Merced, Calif.
Within a 5-mile radius of Castle AFB, Merced, Calif., (Lat. 37°22'45" N, Long. 120°34'00" W); within a 5-mile radius of the Merced Airport, (Lat. 37°17'10" N, Long. 120°31'20" W); and within 2 miles either side of the Castle VOR 307° and 321° radials extending from the Merced 5-mile radius zone to the VOR, excluding the portion of the Merced 5-mile radius zone NE of a line 2 miles NE of and parallel to the Castle VOR 321° radial.

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (Lat. 32°19'55" N, Long. 88°44'55" W); within 2 miles either side of the Meridian VORTAC 314° radial, extending from the 5-mile radius zone to 12 miles NW of the VORTAC and within 2 miles either side of the Meridian ILS localizer S course extending from the 5-mile radius zone to the OM.

Meridian, Miss. (NAAS Meridian)
Within an 8-mile radius of NAAS Meridian (Lat. 32°33'18" N, Long. 88°33'35" W), and within 2 miles either side of the NAAS Meridian TACAN 001° radial extending from the 8-mile radius zone to 7 miles N of the TACAN, excluding the portion more than 5 miles from the NAAS between the 200° and 260° bearings from the airport.

Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (Lat. 25°47'35" N, Long. 80°17'10" W); within 2 miles either side of the Miami runway 9-L ILS localizer W course extending from the 5-mile radius zone to the runway 9-L ILS OM; within 2 miles either side of the Miami runway 27-L ILS localizer E course extending from the 5-mile radius zone to the runway 27-L ILS OM, and within 2 miles either side of the Miami VORTAC 138° radial extending from the 5-mile radius zone to the VORTAC.

PENDING AMENDMENT
Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within a 3-mile radius of Tamiami Airport (latitude 25°45'15" N., longitude 80°22'35" W.); within 2 miles each side of the Miami Runway 9-L ILS localizer W. course extending from the 5-mile radius zone to the Runway 9-L ILS OM; within 2 miles each side of the Miami Runway 27-L ILS localizer E course extending from the 5-mile radius zone to the Runway 27-L ILS OM, and within 2 miles each side of the Miami VORTAC 138° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 1/7/65 29 F.R. 14785 (Rewritten)

Miami, Fla. (NARF Miami)
Within a 5-mile radius of NARF Miami, Fla. (Opa Locka Airport), and within 2 miles either side of 101° bearing from the Miami RBN extending from the 5-mile radius zone to the RBN, excluding the portion within the Miami International Airport control zone.

Midland, Tex.
Within a 5-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

Midway Island
Within a 5-mile radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); within 2 miles each side of the Midway RBN 244° bearing, extending from the 5-mile radius zone to 11 miles SW of the RBN; within 2 miles each side of the Midway TACAN 232° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within 2 miles each side of the Midway TACAN 168° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN.

AMENDMENTS 4/30/64 29 F.R. 2487 (Rewritten);

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 2 miles each side of the 251° bearing from the Miles City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the Miles City VORTAC 226° radial, extending from the 5-mile radius zone to 12 miles SW of the VORTAC.

Millinocket, Maine:
Within a 5-mile radius of Millinocket Municipal Airport (latitude 45° 38' 50" N., longitude 68°41'10" W.) and within 2 miles either side of the 080° bearing from the Millinocket RBN extending from the 5-mile radius zone to 10 miles E of the RBN.

Millville, N. J.
Within a 5-mile radius of Millville Airport (Lat. 39°22'00" N, Long. 75°04'45" W), excluding that area NE of a line 2 miles NE of and parallel to the 135° bearing from the Milville RR.

Milton, Fla.
Within a 5-mile radius of NAAS Whiting, (North), Milton, Fla., (Lat. 30°43'15" N, Long. 87°01'45" W); within 2 miles either side of the Whiting RR NW course, extending from the 5-mile radius zone to 12 miles NW of the RR and within 2 miles either side of the Whiting TACAN 309° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Milwaukee, Wis. (Timmerman Airport)
Within a 3-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.) and within 2 miles each side of the Timmerman VOR 337° radial, extending from the 3-mile radius zone to 7 miles NW of the VOR, effective from 0600 to 2200 hours, local time, daily.

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius zone to the OM.

Minchumina, Alaska
Within a 5-mile radius of the Minchumina Airport (Lat. 63°52'55" N, Long. 152°18'39" W) and within 2 miles either side of the Minchumina RR SE course, extending from the 5-mile radius zone to 12 miles SE of the RR.

Mineral Wells, Tex.
That airspace beginning at Lat. 32°47'40" N, Long. 97°58'30" W, extending clockwise along the arc of a 5-mile radius circle centered at the Mineral Wells Airport to a line 2 miles NE of and parallel to the Mineral Wells VORTAC 319° radial, thence SE along this parallel line to and including a 3-mile radius of the Mineral Wells Airport, thence clockwise to Lat. 32°47'40" N, thence E along this Lat. to point of beginning; within 2 miles either side of the Mineral Wells VORTAC 319° and 139° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93° 13'15" W.); within 2 miles either side of the Minneapolis ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM, and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to 17 miles NW of the airport.

Minneapolis, Minn., (Crystal Airport)
Within a 3-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.), and within 2 miles each side of the Minneapolis VORTAC 169° radial extending from the 3-mile radius zone to 5 miles N. of the airport, from 0600 to 2200 hours, local time, daily.

Minneapolis, Minn., (Flying Cloud Airport)
Within a 3-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'25" W.), and within 2 miles each side of the Flying Cloud VOR 292° radial extending from the 3-mile radius zone to 7 miles W. of the VOR, from 0600 to 2200 hours, local time, daily.

Minot, N. Dak. (Minot International Airport)
Within a 5-mile radius of Minot International Airport (Lat. 48°15'45" N, Long. 101°16'50" W); within 2 miles either side of the Minot RR SE course extending from the 5-mile radius zone to 12 miles SE of the RR and within 2 miles either side of the Minot VOR 254° and 074° radials extending from the 5-mile radius zone to 12 miles NE of the VOR.

Minot, N. Dak. (Minot AFB)
Within a 5-mile radius of the Minot AFB (Lat. 48°25'18" N, Long. 101°22'08" W) and within 2 miles either side of the Minot AFB ILS localizer SE course extending from the 5-mile radius zone to the OM.
The portion of this control zone within R-5403 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 3/5/64 29 F.R. 3 (Changed):

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of Missoula County Airport (Lat. 46°55'00" N, Long. 114°05'15" W).

Mobile, Ala.(Bates Field)
Within a 5-mile radius of Bates Field (Lat. 30°41'15" N, Long. 88°14'25" W) and within 2 miles either side of the Mobile VORTAC 112° and 292° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Mobile, Ala. (Brookley AFB)
Within a 5-mile radius of Brookley AFB (Lat. 30°37'40" N, Long. 88°04'15" W), and within 2 miles either side of the Brookley VORTAC 150° radial extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

Modesto, Calif.

Within a 5-mile radius of the Modesto City-County Airport, Modesto, Calif., (latitude 37°37'35" N., longitude 120°57'15" W.); within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius zone to 8 miles E of the VOR from 0630 to 2200 hours local time, daily, excluding the portion within R-2514.

AMENDMENTS 6/25/64 29 F.R. 4996 (Rewritten)

Moline, Ill.

Within a 5-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.), within 2 miles each side of the Quad City ILS localizer W course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Quad City ILS localizer E course, extending from the 5-mile radius zone to the INT of the Quad City ILS localizer E course and the Cordova, Ill., 199° radial.

AMENDMENTS 4/30/64 28 F.R. 13864 (Rewritten);

Monroe, La.

Within a 5-mile radius of Selman Airport, Monroe, La., (Lat. 32°30'28" N, Long. 92°02'20" W), and within 2 miles either side of the Monroe VORTAC 041° and 221° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

PENDING AMENDMENT

Monroe, La.

That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" W.).

AMENDMENTS 1/7/65 29 F. R. 14523 (Rewritten)

Monterey, Calif.

Within a 5-mile radius of Monterey Peninsula Airport (latitude 36°35'22" N., longitude 121°51'02" W.) and within 2 miles either side of the 317° bearing from the Monterey ILS MM compass locator extending from the 5-mile radius zone to 7 miles NW of the compass locator, excluding the portion subtended by a chord drawn between the points of INT of the Monterey 5-mile radius zone with the Fort Ord, Calif. (Fritzsche AAF), 5-mile radius control zone. The airspace within R-2511 and R-2529 shall be used only after obtaining prior approval from appropriate authority.

Montgomery, Ala.

Within a 5-mile radius of Dannelly Field, Montgomery, Ala., (Lat. 32°17'55" N, Long. 86°23'50" W); within a 5-mile radius of Maxwell AFB, Montgomery, Ala., (Lat. 32°22'45" N, Long. 86°21'40" W); within 2 miles either side of the Dannelly Field ILS localizer W course extending from the Dannelly Field 5-mile radius zone to the OM; within 2 miles either side of the Montgomery VORTAC 321° radial extending from the Dannelly Field 5-mile radius zone to the VORTAC; within 2 miles either side of the 149° bearing from the Prattville, Ala., RBN extending from the Maxwell AFB 5-mile radius zone to the RBN, and within 2 miles either side of the 171° bearing from the Prattville RBN extending from the Maxwell AFB 5-mile radius zone to the RBN.

Montpelier, Vt.

Within a 5-mile radius of Barre-Montpelier Airport (Lat. 44°12'15" N, Long. 72°33'45" W) and within 2 miles either side of the 034° bearing from the airport extending from the 5-mile radius zone to 13 miles NE of the airport.

Morgantown, W. Va.

Within a 5-mile radius of Morgantown Airport (Lat. 38°38'25" N, Long. 79°55'00" W), and within 2 miles each side of the 135° and 315° bearings from the Morgantown RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN,

Morristown, N. J.

Within a 5-mile radius of the Morristown Airport (latitude 40°47'50" N., longitude 74°25'05" W.) and within 2 miles either side of the 227° bearing from the Chatham, N. J., RBN extending from the 5-mile radius zone to 7 miles SW of the RBN from 0700 to 2300 hours local time, daily, excluding the portion within a 1-mile radius of the Hanover Airport, Hanover, N. J. (latitude 40°50'20" N., longitude 74°20'45" W.).

Moses Lake, Wash.

Within a 5-mile radius of Larson AFB, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.); within 2 miles each side of the Ephrata VOR 157° radial, extending from the 5-mile radius zone to 4 miles SE of the VOR, and within 2 miles E and 2.5 miles W of the 341° bearing from the Larson RBN, extending from the 5-mile radius zone to the RBN, excluding the portion within the Ephrata, Wash., control zone.

AMENDMENTS 4/30/64 29 F.R. 3149 (Rewritten)

Moses Point, Alaska
Within a 5-mile radius of Moses Point Airport (latitude 64°42' N., longitude 162°03' W.); within 2 miles each side of the Moses Point VOR 088° radial, extending from the 5-mile radius zone to 8 miles E. of the VOR; and within 2 miles each side of the Moses Point RR E. course, extending from the 5-mile radius zone to 14 miles E of the RR. This control zone is effective from 0545 to 2145 hours, local time, daily.

AMENDMENTS 11/12/64 29 F.R. 12822 (Rewritten);

Mountain Home, Idaho
Within a 5-mile radius of the Mountain Home AFB (Lat. 43°02'35" N, Long. 115°52'05" W), and within 2 miles either side of the 136° and 316° bearings from the AFB extending from the 5-mile radius zone to 8 miles NW and SE of the RR.

Mountain View, Calif. (NAS Moffett)
Within a 5-mile radius of NAS Moffett Field (latitude 37°24'55" N., longitude 122°02'50" W.); within a 1-mile radius of San Mateo County Airport of Palo Alto, Calif. (latitude 37°27'40" N., longitude 122°06'50" W.); within 2 miles either side of the Moffett TACAN 157° radial extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles either side of the San Jose VOR 325° radial extending from the VOR to 7 miles NW of the VOR; excluding the portion SE of a line from latitude 37°25'45" N., longitude 121° 56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

Mt. Clemens, Mich.
Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN. The portion within R-4203 shall be used only after obtaining prior approval from appropriate authority.

Muncie, Ind.
Within a 3-mile radius of the Delaware County Airport, Muncie, Ind. (latitude 40°14'26" N., longitude 85°23'43" W.), from 0700 to 2300 hours local time, daily.

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (Lat. 34°44'45" N, Long. 81°36'35" W) and within 2 miles either side of the Muscle Shoals VOR 112° and 292° radials extending from the 5-mile radius zone to 12 miles SE of the VOR.

PENDING AMENDMENT
Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.) and within 2 miles each side of the Muscle Shoals VOR 292° radial extending from the 5-mile radius zone to the VOR.

AMENDMENTS 1/7/65 29 F. R. 15074 (Rewritten)

Muskegon, Mich.
Within a 5-mile radius of Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.) and within 2 miles each side of the Muskegon VORTAC 271° radial extending from the 5-mile radius zone to the VORTAC.

Myrtle Beach, S. C.
Within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'50" N., longitude 78°55'40" W.); within 2 miles either side of the Myrtle Beach VOR 039° radial extending from the 5-mile radius zone to 10 miles NE of the VOR, and within 2 miles either side of a line between the Myrtle Beach AFB and the Conway RBN.

Nantucket, Mass.
Within a 5-mile radius of Nantucket Memorial Airport and within 2 miles either side of the Nantucket VORTAC 045° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Nashville, Tenn.
Within a 5-mile radius of Nashville Metropolitan Airport (Lat. 36°07'36" N., Long. 86°40' 58" W); within 2 miles either side of the 069° bearing from the Nashville RBN extending from the 5-mile radius zone to 12 miles NE of the RBN; within 2 miles either side of the Nashville VORTAC 304° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the 018° bearing from the Nashville ILS LOM extending from the 5-mile radius zone to the OM.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

Needles, Calif.
Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.), and within 2 miles each side of the Needles VORTAC 272° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Nenana, Alaska
Within a 5-mile radius of Nenana FAA Airport (Lat. 64°32'50" N, Long. 149°04'35" W).

Newark, N. J.
Within a 5-mile radius of Newark Airport (Lat. 40°41'35" N, Long. 74°10'15" W) including the area between tangent lines extending from the Newark 5-mile radius zone to but not including the Teterboro, N. J., 5-mile radius zone; within 2 miles either side of the Newark ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

New Bedford, Mass.
Within a 5-mile radius of the New Bedford Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.).

AMENDMENTS 10/15/64 29 F.R. 11838 (Rewritten)

New Bern, N. C.
Within a 5-mile radius of Simmons-Nott Airport, New Bern, S. C. (Lat. 35°04'20" N, Long. 77°02'35" W) and within 2 miles either side of the New Bern VOR 221° radial extending from the 5-mile radius zone to 12 miles SW of the VOR.

Newburgh, N. Y.
Within a 5-mile radius of Stewart AFB, Newburgh, N. Y., and within 2 miles either side of the extended centerline of runway 9 extending from the 5-mile radius zone to 5 miles W of the OM.

New Orleans, La. (New Orleans Airport)
Within a 5-mile radius of New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.), excluding the portion W of longitude 90°04'03" W.

New Orleans, La. (New Orleans International Airport-Moisant Field).
Within a 5-mile radius of New Orleans International Airport (latitude 29°59'25" N., longitude 90°15'15" W.); within 2 miles each side of the New Orleans ILS localizer W course extending from the 5-mile radius zone to 2 miles E of the LOM; within 2 miles each side of the New Orleans VORTAC 085° radial extending from the VORTAC to 7 miles E; within 2 miles each side of the New Orleans VORTAC 243° and 063° radials extending from the 5-mile radius zone to 1 mile NE of the VORTAC, excluding that portion E of longitude 90°04'03" W.

AMENDMENTS 7/23/64 29 F. R. 7146 (Rewritten)

New Orleans, La. (NAS New Orleans-Alvin Callender Field).
Within a 5-mile radius of NAS New Orleans-Alvin Callender Field (latitude 29° 49' 40" N., longitude 90° 01' 25" W.); within 2 miles each side of the Navy New Orleans RBN 241° bearing, extending from the 5-mile radius zone to 8 miles SW of the RBN; and within 2 miles each side of the Navy New Orleans RBN 131° bearing, extending from the 5-mile radius zone to 8 miles SE of the RBN.

Newport News, Va.
Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (latitude 37°07'47" N., longitude 76°29'46" W.), and within 2 miles each side of the Patrick Henry Airport ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the OM, excluding the portion within the Hampton Roads, Va., control zone.
AMENDMENTS 5/28/64 29 F.R. 4793 (Rewritten)

New York, N. Y. (La Guardia Field)
Within a 5-mile radius of La Guardia Field (latitude 40°46'29" N., longitude 73°52'20" W.) and within 2 miles either side of the 031° bearing from latitude 40°49'14" N., longitude 73°50'38" W., extending from the 5-mile radius zone to 5.5 miles NE of latitude 40°49'14" N., longitude 73°50'38" W.

New York, N. Y. (International Airport)
Within a 5-mile radius of John F. Kennedy International Airport (latitude 40° 38' 29" N., longitude 73° 46' 41" W.); within a 5-mile radius of NAS New York, N. Y., (latitude 40° 35' 40" N., longitude 73° 53' 30" W.); within 2 miles either side of the 121° bearing from the Kennedy RBN extending from the RBN to 10 miles SE of the RBN; within 2 miles either side of the 211° bearing from the Kennedy RBN extending from the John F. Kennedy International 5-mile radius zone to 19 miles SW of the RBN; and within 2 miles each side of the 010° bearing from latitude 40°26'48" N., longitude 73°54'12" W., extending from the NAS New York 5-mile radius zone to latitude 40°26'48" N., longitude 73°54'12" W.

AMENDMENTS 4/2/64 29 F.R. 1561 (Rewritten); On Publ; 5/1/64 29 F.R. 5784 (Changed);

Niagara Falls, N. Y.
Within a 5-mile radius of Niagara Falls Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

Nome, Alaska
Within a 5-mile radius of Nome FAA Airport (Lat. 64°30'42" N, Long. 165°26'28" W), and within 2 miles either side of the Nome RR E course extending from the 5-mile radius zone to 12 miles E of the RR.

Norfolk, Va. (Norfolk Municipal)
Within a 5-mile radius of Norfolk Municipal Airport (latitude 36°53'45" N., longitude 76°12' 15" W.), and within 2 miles each side of the Navy Norfolk RR E course, extending from the RR to 4.5 miles E of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (NAS Norfolk) control zone.

AMENDMENTS 5/28/64 29 F.R. 4793 (Rewritten)

Norfolk, Va. (NAS Norfolk)
Within a 5-mile radius of NAS Norfolk (latitude 36°56'15" N., longitude 76°17'15" W.), and within 2 miles each side of the NAS Norfolk RR W course, extending from the 5-mile radius zone to 8 miles W of the RR, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va., (Norfolk Municipal), control zone, and excluding the portion within a 1-mile radius of Walker AAF, Hampton, Va., (latitude 37°00'55" N., longitude 76°18'10" W.).

AMENDMENTS 5/28/64 29 F.R. 4793 (Rewritten)

North, S. C.
Within an 8-mile radius of North AFAF and within 2 miles either side of a 233° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

North Bend, Oreg.
Within a 5-mile radius of North Bend Airport (Lat. 43°25'00" N, Long. 124°14'45" W).

North Philadelphia, Pa.
Within a 5-mile radius of North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within 2 miles each side of the North Philadelphia VOR 039° radial, extending from the 5-mile radius zone to 6 miles NE of the VOR; within 2 miles each side of the 048° bearing from the North Philadelphia RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Willow Grove, Pa., control zone.

AMENDMENTS 4/2/64 29 F.R. 2419 (Rewritten);

North Platte, Nebr.
Within a 5-mile radius of Lee Bird Municipal Airport, North Platte, Nebr. (latitude 41°07'35" N., longitude 100° 41'50" W.); within 2 miles either side of the 179° bearing from the North Platte RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the North Platte VORTAC 030° and 210° radials extending from the 5-mile radius zone to 10 miles SW of the VORTAC.

Northway, Alaska
Within a 5-mile radius of Northway Airport (latitude 62° 57' N., longitude 141° 55' W.), and within 2 miles each side of Northway RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR

AMENDMENTS 4/2/64 29 F.R. 2419 (Rewritten);

Oakland, Calif.
Within a 5-mile radius of Oakland International Airport (Lat. 37°43'25" N, Long. 122°12'56" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda control zone.

Oceana, Va.
Within a 5-mile radius of NAS Oceana, Va., (latitude 36°49'30" N., longitude 76°01'50" W.), within 2 miles each side of the Navy Fentress VOR 033° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the 034° bearing from the Navy Fentress RBN, extending from the 5-mile radius zone to the RBN, within 2 miles each side of the NAS Oceana TACAN 225° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within a 3-mile radius of ALF Fentress (latitude 36°41'45" N., longitude 76°08'05" W.), excluding the portion within R-6606.

AMENDMENTS 5/28/64 29 F.R. 4793 (Rewritten)

Ogden, Utah (Hill AFB)
Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), and within 2 miles each side of the Ogden VORTAC 345° and 166° radials, extending from 10 miles N of the VORTAC to the Layton, Utah, FM, excluding the portion which coincides with the (Ogden Municipal Airport) control zone.

Ogden, Utah (Ogden Municipal Airport)
Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), and within 2 miles each side of the Ogden VORTAC 345° and 166° radials, extending from 10 miles N of the VORTAC to the Layton, Utah, FM, excluding the portion S of a line extending from latitude 41°08'00" N., longitude 112°06'15" W., to latitude 41°10'45" N., longitude 111°55'02" W. This control zone is effective from 0600 to 2200 hours, local time, daily.

Oklahoma City, Okla. (Tinker AFB)
Within a 5-mile radius of Tinker AFB (latitude 35°24'50" N., longitude 97°23'35" W.), within 2 miles each side of the Tinker AFB VOR 360° radial, extending from the 5-mile radius zone to 12 miles N of the VOR, and within 2 miles each side of the Tinker AFB TACON 006° and 175° radials, extending from the 5-mile radius zone to 8.5 miles N and S of the TACAN.

AMENDMENTS 4/30/64 29 F.R. 2932 (Rewritten)

Oklahoma City, Okla. (Wiley Post Airport)
Within a 5-mile radius of Wiley Post Airport (latitude 35°32'05" N., longitude 97° 38'40" W.), and within 2 miles each side of the Oklahoma City VORTAC 050° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion S of a line extending through latitude 35°26'33" N., longitude 97°46'21" W., and latitude 35°28'00" N., longitude 97°36'05" W.
AMENDMENTS 4/30/64 29 F.R. 2932 (Added) 10/7/64 29 F. R. 14103 (Rewritten)

Oklahoma City, Okla. (Will Rogers World Airport)
Within a 5-mile radius of Will Rogers World Airport (latitude 35°23'45" N., longitude 97°36'30" W.), within 2 miles each side of the Oklahoma City ILS localizer N course, extending from the 5-mile radius zone to the Tulakes, Okla. RBN, within 2 miles SW and 3.5 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Oklahoma City ILS localizer S course, extending from the 5-mile radius zone to the OM, excluding that portion which coincides with the Oklahoma City (Wiley Post Airport) control zone.

AMENDMENTS 4/30/64 29 F.R. 2932 (Rewritten) 10/7/64 29 F.R. 14103 (Rewritten)

Olathe, Kans.
Within a 5-mile radius of NAS Olathe (Lat. 38°50'00" N, Long. 94°53'30" W); within 2 miles either side of of the 180° bearing from the Olathe RBN extending from the 5-mile radius zone to 12 miles S of the RBN, and within 2 miles either side of the Olathe Navy TACAN 353°, 038°, 188° and 233° radials extending from the 5-mile radius zone to 6 miles N, NE, S and SW of the TACAN.

Old Town, Maine.
Within a 3-mile radius of Old Town Municipal Airport (latitude 44° 57' 10" N., longitude 68° 40' 15" W.).

AMENDMENTS 4/30/64 29 F. R. 2931 (Added)

Olympia, Wash.
Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'30" N., longitude 122°54'00" W.); within 2 miles either side of the Olympia VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR and within 2 miles either side of the Olympia VOR 187° radial extending from the 5-mile radius zone to 8 miles S of the VOR.

Omaha, Nebr. (Eppley Field)
Within a 5-mile radius of Eppley Field (Lat. 41°18'00" N, Long. 95°53'35" W), and within 2 miles either side of the Eppley Field ILS localizer NW course, extending from the 5-mile radius zone to 10 miles NW of the localizer.

Omaha, Nebr. (Offutt AFB)
Within a 5-mile radius of Offutt AFB (Lat. 41°07'20" N, Long. 95°34'35" W), and within 2 miles either side of a direct line from the center of Offutt AFB to the Weeping Water, Nebr., RBN extending from the Offutt AFB to 10 miles SW of Offutt AFB and within 2 miles either side of the Omaha VORTAC 072° and 252° radials extending from the Offutt AFB 5-mile radius zone to 2 miles NE of the VORTAC.

Ontario, Calif.,
Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.), and within 2 miles on each side of the ILS localizer E course extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of the Chino, Calif., Airport (latitude 33°58'30" N., longitude 117°38'10" W.).

Orlando, Fla.
Within a 5-mile radius of Orlando Municipal Airport (Lat. 28°32'40" N, Long. 81°19'55" W); within a 5-mile radius of McCoy AFB, Orlando, Fla., (Lat. 28°25'55" N, Long. 81°19'15" W), and within 2 miles either side of a 001° bearing from the McCoy AFB extending from the 5-mile radius zone to 10 miles S of the AFB.

Oscoda, Mich.
Within a 10-mile radius of Wurtsmith AFB, Oscoda, Mich.; within 5 miles either side of the Wurtsmith AFB ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the LOM. The portion of this control zone within R-4204 shall be used only after obtaining prior approval from the appropriate authority.

Oshkosh, Wis.
Within a 5-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.); within 2 miles each side of the Oshkosh VOR 176° radial, extending from the 5-mile radius zone to 7 miles S of the VOR, and within 2 miles each side of the Oshkosh ILS localizer W course, extending from the 5-mile radius zone to 5.5 miles W of the W end of Runway 9, from 0700 to 2300 hours, local time, daily.

Ottumwa, Iowa
Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Oxnard, Calif. (Oxnard AFB)
Within a 5-mile radius of Oxnard AFB (Lat. 34°12'50" N, Long. 119°05'15" W), excluding the portion W of a line from Lat. 34°15'35" N, Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W.

Oxnard, Calif. (Ventura County Airport)
Within a 5-mile radius of Ventura County Airport (Lat. 34°12'02" N, Long. 119°12'10" W), excluding the portion E of a line from Lat. 34°15'35" N, Long. 119°09'15" W to Lat. 34°09'10" N, Long. 119°08'05" W. The portion of this control zone within R-2527 shall be used only after obtaining prior approval from appropriate authority.

Paducah, Ky.
Within a 5-mile radius of Barkley Field, Paducah, Ky. (Lat. 37°03'40" N, Long. 88°46'20" W), and within 2 miles either side of a 220° bearing from the airport extending from the 5-mile radius zone to 10 miles SW of the airport.

Palacious, Tex.
Within a 5-mile radius of Palacios Airport (Lat. 28°43'35" N, Long. 96°15'15" W) and within 2 miles either side of the Palacios VOR 305° and 125° radials extending from the 5-mile radius zone to 10 miles NW of the VOR.

Palmdale, Calif.
Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif., (Lat. 34°37'45" N, Long. 118°04'54" W), and within 2 miles either side of the Palmdale VOR 232° radial extending from the 5-mile radius zone to the VOR.

Panama City, Fla.
Within a 5-mile radius of Panama City-Bay County Airport (latitude 30° 12' 45" N., longitude 85° 40' 55" W.), and within 2 miles each side of the Panama City VOR 328° and 090° radials, extending from the 5-mile radius zone to 7 miles NW and E of the VOR, from 0600 to 2200 hours, local time, daily. The portion within the Tyndall AFB control zone is excluded.

AMENDMENTS 3/5/64 29 F. R. 1842 (ADDED)

Parkersburg, W. Va.
Within a 5-mile radius of Wood County Airport, Parkersburg, W. Va., and within 2 miles either side of the Parkersburg VOR 029° and 209° radials extending from the 5-mile radius zone to 10 miles NE of the VOR.

Pasco, Wash.
Within a 5-mile radius of Pasco Public Airport(latitude 46°15'50" N., longitude 119°06'55" W.); within 2 miles on each side of the Pasco VOR 036° radial extending from the 5-mile radius zone to 8 miles NE of the VOR and within 2 miles on each side of the Pasco VOR 132° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding the portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.). This control zone is effective from 0700 to 2100 hours, local time, daily.

AMENDMENTS 5/12/64 29 F. R. 6530 (Changed)

Paso Robles, Calif.
Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.)

Pellston, Mich.
Within a 5-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); within 2 miles each side of the 132° bearing from the Pellston RBN, extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles each side of the Pellston VOR 240° radial, extending from the 5-mile radius zone to the VOR.

Pendleton, Oreg.
Within a 5-mile radius of Pendleton Airport (latitude 45°41'50" N., longitude 118°50'20" W.) and within 2 miles either side of the Pendleton RR NE course extending from the 5-mile radius zone to 8 miles NE of the RR.

Pensacola, Fla. (Pensacola Municipal)
Within a 5-mile radius of Pensacola Municipal Airport (Lat. 30°28'30" N, Long. 87°11'20" W); within 2 miles either side of the 165° bearing from the Pensacola RBN extending from the 5-mile radius zone to 10 miles S of the RBN, and within 2 miles either side of the Pensacola ILS localizer NW course extending from the 5-mile radius zone to 15 miles NW of the localizer.

Pensacola, Fla. (NAAS Saufley Field)
Within a 5-mile radius of NAAS Saufley Field, excluding the portion within the Pensacola Municipal Airport control zone.

Pensacola, Fla. (Forrest Sherman Field)
Within a 5-mile radius of Forrest Sherman Field (Lat. 30°21'15" N, Long. 87°19'00" W).

Peoria, Ill.
Within a 5-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Peoria VORTAC 099° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the ILS localizer NW course extending from the 5-mile radius zone to 11 miles NW of the airport.

AMENDMENTS 5/28/64 29 F.R. 655 (Rewritten); 11/12/64 29 F. R. 12763 (Changed);

Peru, Ind.
Within a 5-mile radius of Bunker Hill AFB, Peru, Ind., (Lat. 40°39'38" N, Long. 86°08'31" W); within 2 miles either side of the Bunker Hill AFB VOR 042°, 226° and 231° radials extending from the 5-mile radius zone to 12 miles NE and SW of the VOR; within 2 miles either side of the Bunker Hill AFB TACAN 220° radial extending from the 5-mile radius zone to 10 miles SW of the TACAN; within a 5-mile radius of Kokomo, Ind., Municipal Airport (Lat. 40°31'43" N, Long. 86°03'33" W); and within 2 miles either side of the Kokomo VOR, 131° radial extending from the Kokomo 5-mile radius zone to 12 miles SE of the VOR.

Philadelphia, Pa.
Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphia ILS localizer W course extending from the 5-mile radius zone to the OM.

Philipsburg, Pa.
Within a 5-mile radius of Black Moshannon State Airport (Lat. 40°53'05" N, Long. 78°05'15" W).

Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Airport, Phoenix, Ariz., (latitude 33°26'10" N., longitude 112°00'45" W.) and within 2 miles either side of the Phoenix VORTAC 270° radial extending from the 5-mile radius zone to the VORTAC.

PENDING AMENDMENT
Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); and within 2 miles each side of the Phoenix VORTAC 090° and 270° radials, extending from the 5-mile radius zone to 2 miles E and 13 miles W of the VORTAC.
AMENDMENTS 12/10/64 29 F.R. 14104 (Rewritten)

Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (Lat. 33°32'05" N, Long. 112°22'55" W).

PENDING AMENDMENT
Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (latitude 33°32'05"N., longitude 112°22'55" W.); within 2 miles each side of the 178° bearing from the Luke RBN, extending from the 5-mile radius zone to 2 miles S of the RBN; and within 2 miles each side of the Luke TACAN 056° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN.
AMENDMENTS 12/10/64 29 F. R. 14104 (Rewritten)

PENDING AMENDMENT
Phoenix, Ariz. (NAF Litchfield Park)
Within a 4-mile radius of NAF Litchfield Park (latitude 33°25'25" N., longitude 112°22'30" W.); excluding the portion within the Phoenix, Ariz. (Luke AFB) control zone. This control zone is effective from 0600 to 1800 hours, local time, daily.
AMENDMENTS 12/10/64 29 F.R. 14104 (Added)

Pierre, S. Dak.
Within a 5-mile radius of Pierre Municipal Airport (latitude 44° 22' 50" N., longitude 100° 17' 15" W.), and within 2 miles each side of the Pierre RBN 101° bearing extending from the 5-mile radius zone to 8 miles E of the RBN.

AMENDMENTS 4/2/64 29 F.R. 555 (Rewritten);

Pine Bluff, Ark.
Within a 3-mile radius of Grider Field, Pine Bluff, Ark.; within 2 miles either side of a 177° bearing from the Pine Bluff RBN extending from the 5-mile radius zone to 5 miles S of the RBN, and within 2 miles either side of the Pine Bluff VOR 186° and 006° radials extending from the 5-mile radius zone to 5 miles N of the VOR.

AMENDMENTS 6/25/64 29 F. R. 7818 (Rewritten)

Pittsburgh, Pa. (Allegheny County)
Within a 5-mile radius of Allegheny County Airport (latitude 40°21'15" N., longitude 79°55'40" W.); within 2 miles each side of the 257° bearing from the Allegheny RBN, extending from the 5-mile radius zone to 6 miles W of the RBN, and within 2 miles each side of the Allegheny VORTAC 047° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Pittsburgh, Pa. (Greater Pittsburgh)
Within a 6-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within 2 miles each side of the Runway 10-L-ILS localizer W course, extending from the 6-mile radius zone to the OM; within 2 miles each side of the Imperial, Pa., VORTAC 292° radial, extending from the 6-mile radius zone to 8 miles W of the VORTAC, and within 2 miles S and 3 miles N of the Runway 28-L-ILS localizer E course, extending from the 6-mile radius zone to the OM.

AMENDMENTS 2/6/64 28 F. R. 12339 (Rewritten);

Plainview, Tex.
Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

Plattsburgh, N. Y.
Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Plattsburgh Municipal Airport (lat. 44°41'10" N, Long. 73°31'10" W); within 2 miles either side of the Plattsburgh AFB TACAN 338° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Plattsburgh Municipal Airport 5-mile radius zone to the VOR.

Pocatello, Idaho
Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 2 miles each side of the Pocatello VOR 252° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.
AMENDMENTS 6/25/64 29 F.R. 5317 (Rewritten)

Ponca City, Okla.
Within a 5-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.); within 2 miles each side of the 225° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the 359° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 12 miles N of the RBN.
AMENDMENTS 4/2/64 29 F. R. 2306 (Rewritten):

Pontiac, Mich.
Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles W of the VOR, effective from 0600 to 2200 hours, local time, daily.

Portland, Maine
Within a 5-mile radius of Portland Municipal Airport (Lat. 43°38'50" N, Long. 70°18'28" W) and within 2 miles either side of the Portland ILS localizer W course extending from the 5-mile radius zone to 5 miles W of the OM.

Portland, Oreg.
Within a 5-mile radius of Portland International Airport (Lat. 45°35'20" N, Long. 122°35'35" W).

Portsmouth, N. H.
Within a 5-mile radius of Pease AFB, Portsmouth, N. H., and within 2 miles either side of a 144° bearing from the AFB extending from the 5-mile radius zone to 10 miles SE of the OM.

Poughkeepsie, N. Y.
Within a 5-mile radius of Dutchess County Airport, Poughkeepsie, N. Y. (Lat. 41°37'40" N, Long. 73°53' 00" W).

Prescott, Ariz.
Within a 5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

Presque Isle, Maine
Within a 5-mile radius of Presque Isle Airport (Lat. 46°41'30" N, Long. 68°02'30" W); within 5 miles either side of a 167° bearing from the airport extending from the 5-mile radius zone to 13.7 miles S of the airport.

Providence, R. I.
Within a 5-mile radius of Theodore Francis Green Airport, Providence, R. I., (Lat. 41°43'30" N, Long. 71°25'48" W), and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.
Within a 5-mile radius of Pueblo Memorial Airport (Lat. 38°17'30" N, Long. 104°30'00" W); within 2 miles either side of the Pueblo VORTAC 081° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC and within 2 miles either side of the Pueblo ILS localizer E course extending from the 5-mile radius zone to 11 miles E of the localizer.

Quantico, Va.
Within a 5-mile radius of MCAS Quantico (Lat. 38°30'10" N, Long. 77°18'20" W).

Quincy, Ill.
Within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC.

Quonset Point, R. I.
Within a 5-mile radius of NAS Quonset Point (latitude 41°35'55" N., longitude 71°24'50 W.), within 2 miles each side of the NAS Quonset Point TACAN 151° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN, within 2 miles each side of the NAS Quonset Point VOR 141° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, within 2 miles each side of the 145° bearing from the NAS Quonset Point RBN, extending from the 5-mile radius zone to 9 miles SE of the RBN, and within a 1-mile radius of Newport Airpark, Newport, R. I. (latitude 41°31'50" N., longitude 71°17'00" W.), excluding that portion within the Providence, R. I., control zone.

AMENDMENTS 10/15/64 29 F.R 11836 (Rewritten)

Raleigh, N. C.
Within a 5-mile radius of Raleigh-Durham Airport (Lat. 35°52'15" N, Long. 78°47'10" W) and within 2 miles either side of the Raleigh-Durham ILS localizer SW course extending from the 5-mile radius zone to the OM.

Rantoul, Ill.
Within a 5-mile radius of Chanute AFB, Rantoul, Ill. (latitude 40°17'40" N., longitude 88°08'20" W.), and within 2 miles each side of the Chanute VOR 270° radial, extending from the 5-mile radius zone to the VOR, from 0600 to 2400 hours, local time daily.

AMENDMENTS 5/28/64 29 F.R. 3356 (Rewritten)

Rapid City, S. Dak.
Within a 5-mile radius of Ellsworth AFB, Rapid City, S. Dak., (Lat. 44°08'40" N, Long. 103°06'10" W); within 2 miles either side of the extended centerline of the Ellsworth AFB runway 30 extending from the 5-mile radius zone to 17 miles SE of the approach end of runway 30; within a 5-mile radius of the Rapid City Municipal Airport (Lat. 44°02'35" N, Long. 103°03'30" W), and within 2 miles either side of the Rapid City VORTAC 335° and 155° radials extending from the 5-mile radius zone to 10 miles SE of the VORTAC.

Rawlins, Wyo.
Within a 5-mile radius of Rawlins Municipal Airport (latitude 41° 48' 15" N., longitude 107° 12' 05" W.).

Reading, Pa.
Within a 5-mile radius of General Carl A. Spartz Airport, Reading, Pa. (Lat. 40°22'40" N, Long. 75°58'00" W).

NAAS Ream Field, Calif.
Within a 3-mile radius of NAAS Ream Field (latitude 32° 34' 00" N., longitude 117° 08' 50" W.), and that airspace W of Ream Field within the arc of a 6-mile radius circle centered on Ream TACAN, extending counterclockwise from a line 2 miles N of and parallel to the Ream TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion under the jurisdiction of Mexico.

AMENDMENTS 4/2/64 29 F.R. 1445 (Rewritten);

Red Bluff, Calif.
Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif., (latitude 40° 09' 15" N., longitude 122° 14' 50" W.), and within 2 miles W and 2.5 miles E of the Red Bluff VORTAC 163° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 12925 (Rewritten);

Redding, Calif.
Within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius zone to 8 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.). This control zone is effective from 0600 to 2100 hours, Monday through Saturday and from 1100 to 2100 hours, Sunday.

AMENDMENTS 2/6/64 28 F. R. 12925 (Rewritten);

Redmond, Oreg.
Within a 5-mile radius of Roberts Field (Lat. 44°15'11" N, Long. 121°08'55" W) and within 2 miles either side of the Redmond VOR 090° radial extending from the 5-mile radius zone to the VOR.

Redwood Falls, Minn.
Within a 3-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.) and within 2 miles each side of the Redwood Falls VOR 023° radial, extending from the 3-mile radius zone to the VOR.

AMENDMENTS 4/2/64 29 F.R. 556 (Added);

Reno, Nev. (Reno Municipal Airport)
Within a 5-mile radius of Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.); within 2 miles each side of a 323° bearing from the Reno LMM, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on Stead AFB (latitude 39°40'25" N., longitude 119°52'40" W.); within 2 miles each side of the Reno ILS localizer N course, extending from the 5-mile radius zone to the Sparks, Nev., RBN, and within 2 miles each side of the Reno ILS localizer S course, extending from the 5-mile radius zone to 11 miles S of the airport, excluding the portion within the Reno (Stead AFB) control zone.

Reno, Nev. (Stead AFB)
Within a 5-mile radius of Stead AFB (latitude 39°40'25" N., longitude 119°52'40" W.), from 30 minutes prior to sunrise to 0000 hours, local time, daily.

Renton, Wash.
That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence clockwise via the circumference of a 3 mile radius circle centered at Renton Airport (Lat. 47°29'35" N, Long. 122°12'50" W) to Lat. 47°27'00" N, Long. 122°11'50" W, to Lat. 47°28'20" N, Long. 122°13'50" W, to Lat. 47°30'45" N, Long. 122°13'50" W, to the point of beginning, from 0700 to 2300 hours local time, daily.

Richmond, Va.
Within a 5-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 132° radial, extending from the 5-mile radius zone to 6 miles SE of the VOR; within 2 miles each side of the Richmond VOR 230° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; and within 2 miles each side of the 212° bearing from the Richmond RBN, extending from the 5-mile radius zone to 6 miles SW of the RBN.

AMENDMENTS 5/28/64 29 F.R. 3469 (Rewritten)

Riverside, Calif.
Within a 5-mile radius of March AFB, Riverside, Calif., and within 2 miles either side of a line extending from March AFB through the Riverside VOR to 5 miles SW of the VOR.

PENDING AMENDMENT
The caption of the Riverside, Calif. CZ is amended to read Riverside, Calif. (March AFB).
AMENDMENTS 12/10/64 29 F. R. 14436 (Changed)

PENDING AMENDMENT
Riverside, Calif. (Municipal Airport)
Within a 3-mile radius of Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.); within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles NW of the VOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.). This control zone is effective from 0500 to 2130 hours, local time, daily.
AMENDMENTS 12/10/64 29 F. R. 14436 (Added)

Riverton, Wyo.
Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.); within 2 miles each side of the Riverton VOR 121° radial extending from the 5-mile radius zone to 8 miles SE of the VOR, and within 2 miles each side of the Riverton VOR 291° radial extending from the 5-mile radius zone to 8 miles NW of the VOR, from 0500 to 1700 hours, local time, daily.

Roanoke, Va.
Within a 5-mile radius of Woodrum Field, Roanoke, Va., (Lat. 37°19'30" N, Long. 79°58'35" W).

Rochester, Minn.
Within a 5-mile radius of Rochester Municipal Airport (Lat. 43°54'33" N, Long. 92°29'42" W); within 2 miles either side of the Rochester ILS localizer SE course extending from the 5-mile radius zone to the OM and within 2 miles either side of the Rochester VOR 030° radial extending from the 5-mile radius zone to the VOR.

Rochester, N. Y.
Within a 5-mile radius of the Rochester-Monroe County Airport (latitude 43°07'20" N., longitude 77°39'55" W.); within 2 miles each side of the Rochester VOR 168° radial, extending from the 5-mile radius zone to 7 miles SE of the VOR; within 2 miles each side of the Rochester VOR 280° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; and within 2 miles each side of the Rochester ILS localizer E course, extending from the 5-mile raduus zone to the OM.

AMENDMENTS 5/28/64 29 F.R. 4853 (Rewritten)

Rockford, Ill.
Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

Rock Springs, Wyo.
Within a 5-mile radius of Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.); within 2 miles each side of the Rock Springs ILS localizer E course, extending from the 5-mile radius zone to 6 miles E of the OM, and within 2 miles each side of the Rock Springs VORTAC 097° radial, extending from the 5-mile radius zone to 4 miles E of the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 13358 (Rewritten);

Rocky Mount, N. C.
Within a 5-mile radius of Rocky Mount Airport and within 2 miles either side of the Rocky Mount VOR 263° and 083° radials extending from the 5-mile radius zone to 10 miles E of the VOR.

Rome, N. Y.
Within a 5-mile radius of Griffiss AFB, Rome, N. Y., (Lat. 43°14'10" N, Long. 75°24'25" W).

Roosevelt Roads, Puerto Rico
Within a 5-mile radius of NAS Roosevelt Roads (Lat. 18°15'05" N, Long. 65°38'35" W).

Roswell, N. Mex. (Roswell Municipal Airport)
Within a 5-mile radius of Roswell Municipal Airport (latitude 33° 24' 20" N., longitude 104° 32' 55" W.); within 2 miles each side of the Roswell VOR 039° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Walker AFB. Roswell. N. Mex., VOR 262° radial, extending from the 5-mile radius zone to the VOR, excluding the portion S of a line extending from the Walker VOR to the Roswell VOR.

AMENDMENTS 2/6/64 28 F. R. 12925 (Rewritten);

Roswell, N. Mex. (Walker AFB)
Within a 5-mile radius of Walker AFB (latitude 33° 18' 05" N., longitude 104° 31' 20" W.); within 2 miles SE and 3 miles NW of the Walker VOR 225° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles S of the liftoff end of Runway 17; within 2 miles each side of the Walker TACAN 228° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Roswell VOR 117° radial, extending from the 5-mile radius zone to the VOR, excluding the portion N of a line extending from the Roswell VOR to the Walker VOR.

AMENDMENTS 2/6/64 28 F. R. 12925 (Added);

Russell, Kans.
Within a 3-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.), and within 2 miles each side of the Russell VOR 007° radial, extending from the 3-mile radius zone to 8 miles N of the VOR.

AMENDMENTS 9/17/64 29 F. R. 7313 (Added)

Sacramento, Calif (Sacramento Municipal)
Within a 5-mile radius of Sacramento Municipal Airport (Lat. 38°30'45" N, Long. 121°29'33" W), including a 1-mile radius of Reed AAF, Sacramento, Calif., (Lat. 38°31'00" N, Long. 121°23'45" W); within 2 miles either side of the Sacramento VOR 033° radial extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the Sacramento ILS localizer NE course extending from the 5-mile radius zone to the McClellan AFB, Sacramento, Calif., control zone.

AMENDMENTS 6/25/64 29 F.R. 7990 (Changed)

Sacramento, Calif. (Mather AFB)
Within a 5-mile radius of Mather AFB (Lat. 38°33'10" N, Long. 121°18'05" W) and within 2 miles either side of the Mather VOR 239° radial extending from the 5-mile radius zone to the VOR, excluding the portion NW of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W, and excluding the portion within the Sacramento Municipal control zone.

Sacramento, Calif. (McClellan AFB)
Within a 5-mile radius of McClellan AFB (Lat. 38°39'45" N, Long. 121°24'10" W) and within 2 miles either side of the McClellan VOR 183° radial extending from the 5-mile radius zone to the VOR, excluding the portion SE of a line from Lat. 38°37'25" N, Long. 121°19'20" W to Lat. 38°35'20" N, Long. 121°22'55" W.

Saginaw, Mich.
Within a 5-mile radius of Tri-City Airport (latitude 43°31'54" N., longitude 84°04'54" W.), within 2 miles each side of the 347° bearing from the Saginaw RBN, extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the Saginaw VOR 235°, 310° and 035° radials, extending from the 5-mile radius zone to 8 miles SW, NW and NE of the VOR.

St. Charles, Ill.
Within a 3-mile radius of DuPage County Airport, St. Charles, Ill., (Lat. 41°54'45" N, Long. 88°14'35" W), and within 2 miles either side of the DuPage VOR 069° radial extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours, local time, daily.

St. Joseph, Mo.
Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC.

St. Louis, Mo.
Within a 5-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 2 miles SE and 3 miles NW of the Lambert-St. Louis Municipal Airport ILS localizer SW course. extending from the 5-mile radius zone to 12 miles SW of the Lake RBN, and within 2 miles each side of the St. Louis VORTAC 142° radial, extending from the 5-mile radius zone to 7 miles NW of the NW end of the Lambert-St. Louis Municipal Airport Runway 12.

St. Paul, Minn.
Within a 3-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44° 56' 10" N., longitude 93° 03' 40" W.) from 0600 to 2200 hours, local time, daily, or during specific times established in advance by a Notice to Airmen.

AMENDMENTS 1/24/64 28 F. R. 14226 (Added);

Salem, Oreg. (McNary Airport)
Within a 3-mile radius of McNary Airport and within 2 miles either side of a 150° bearing from the airport extending from the 5-mile radius zone to 5 miles SE of the airport.

Salina, Kans.
Within a 5-mile radius of Salina Municipal Airport (Lat. 38°49'10" N, Long. 97°34'00" W), and within an 8-mile radius of Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W). The portion of this control zone within R-3601 shall be used only after obtaining prior approval from appropriate authority.

Salinas, Calif.
Within a 5-mile radius of Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'22" W.), excluding the portion subtended by a chord drawn between the points of INT of the Salinas 5-mile radius zone with the Fort Ord, Calif., (Fritzsche AAF) 5-mile radius zone.

Salisbury, Md.
Within a 5-mile radius of Salisbury-Wicomico County Airport (Lat. 38°20'25" N, Long. 75°30'40" W).

Salt Lake City, Utah
Within a 5-mile radius of Salt Lake City Municipal Airport No. 1 (latitude 40°47'10" N., longitude 111° 58'05" W.); within 2 miles either side of the 346° bearing from the Salt Lake City RBN extending from the 5-mile radius zone to the Layton FM and within 2 miles either side of the 263° bearing from the Salt Lake City RBN extending from the 5-mile radius zone to 10 miles W of the RBN.

San Angelo, Tex.
Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 065° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the San Angelo ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the San Angelo VOR 311° radial; and within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 5-mile radius zone to 6.5 miles SW of the airport.

San Antonio, Tex. (International Airport)
Within a 5-mile radius of San Antonio International Airport (Lat. 29°31'50" N, Long. 98°28'12" W); within 2 miles either side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the San Antonio No. 2 ILS localizer NW course extending from the 5-mile radius zone to the LOM.

San Antonio, Tex. (Randolph AFB)
Within a 5-mile radius of Randolph AFB (Lat. 29°32'09" N, Long. 98°16'57" W); within 2 miles either side of the La Vernia, Tex., VOR 338° radial, extending from the 5-mile radius zone to the La Vernia VOR, and within 2 miles either side of the 329° bearing from the Randolph RBN extending from the 5-mile radius zone to the Randolph RBN.

San Antonio, Tex. (Kelly AFB)
Within a 5-mile radius of Kelly AFB (Lat. 29°23'00" N, Long. 98°35'00" W); within 2 miles either side of the Kelly ILS localizer N course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Somerset, Tex., VOR 035° radial extending from the 5-mile radius zone to the Somerset VOR.

San Antonio, Tex. (Stinson Field)
Within a 3-mile radius of Stinson Field (latitude 29° 20' 15" N., longitude 98° 28' 20" W.), and within 2 miles each side of the Stinson VOR 346° radial, extending from the 3-mile radius zone to the VOR, excluding the portion within the Kelly AFB control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.
AMENDMENTS 4/2/64 29 F. R. 2308 (Rewritten);

San Bernardino, Calif. (Norton AFB)
Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of the OM, excluding the portion within a 1-mile radius of the Redland, Calif., Municipal Airport (latitude 34°05'05" N., longitude 117°08'35" W.).

San Diego, Calif. (Lindbergh Field)
Within a 5-mile radius of Lindbergh Field, San Diego, Calif. (latitude 32° 43' 58" N., longitude 117° 11' 14" W.); within 2 miles each side of the Lindbergh VOR 106° radial, extending from the 5-mile radius zone to 7 miles E of the VOR, excluding the portion S of a line extending from latitude 32° 43' 22" N., longitude 117° 16' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W.; and the portion N of latitude 32° 47' 00" N.

AMENDMENTS 4/2/64 29 F. R. 1445 (Rewritten);

San Diego, Calif. (NAS North Island)
Within a 5-mile radius of NAS North Island (latitude 32° 42' 00" N., longitude 117° 12' 35" W.); within the arc of a 10-mile radius circle centered on the North Island TACAN, extending clockwise from a line 2 miles N of and parallel to the TACAN 120° radial to the 162° radial, excluding the portion N of a line from latitude 32° 43' 22" N., longitude 117° 17' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W., and the portion within the NAS Ream Field, Calif., control zone.

AMENDMENTS 4/2/64 29 F. R. 1445 (Rewritten);

San Diego, Calif. (San Diego County - Gillespie Field)
Within a 3-mile radius of the San Diego County-Gillespie Field (Lat. 32°49'26" N, Long. 116°58'18" W). from 0700 to 2300 hours local time, daily.

AMENDMENTS 10/7/64 29 F. R. 14103 (Changed)

Sanford, Fla.
Within a 5-mile radius of NAS Sanford (Lat. 28°46'25" N, Long. 81°14'20" W) and within 2 miles either side of a 270° bearing from NAS Sanford RBN extending from the 5-mile radius zone to 12 miles W of the RBN.

San Francisco, Calif.
Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.
Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Juan, P. R. (International Airport)
Within a 5-mile radius of the Puerto Rico International Airport (Lat. 18°26'40" N, Long. 66°00'20" W); within a 3-mile radius of the San Juan Air Terminal (Isla Grande) (Lat. 18°27'30" N, Long. 66°05'50" W); within 2 miles either side of the 067° and 281° bearings from the San Pat, P. R., RBN extending from the 5-mile radius zone to 12 miles W of the RBN, and within 2 miles either side of the San Juan VOR 058° and 087° radials extending from the 5-mile radius zone to 12 miles NE and E of the VOR.

San Rafael, Calif.
Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (Lat. 38°03'35" N, Long. 122°30'35" W).

Santa Ana, Calif. (MCAF Santa Ana)
Within a 3-mile radius of MCAF Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.), and within a 5-mile radius of Orange County Airport, Santa Ana, Calif. (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°41'15" N., longitude 117°48'10" W., the portion S of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°42'30" N., longitude 117°56'40" W., and the portion within a 1-mile radius of Mile Square MCOLF, Calif. (latitude 33°43'23" N., longitude 117°56'46" W.). This control zone will be effective from 0600 to 2400 hours, local time, daily.

Santa Ana, Calif. (Orange County Airport)
Within a 5-mile radius of Orange County Airport (latitude 33°40'10" N., longitude 117°52'15" W.), excluding the portion SE of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°36'10" N., longitude 117°50'20" W., and the portion N of a line extending from latitude 33°41'15" N., longitude 117°48'10" N., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective from 0600 to 2300 hours, local time, daily.

AMENDMENTS 10/8/64 29 F.R. 14167 (Changed);

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (Lat. 34°25'35" N, Long. 119°50'20" W), and within 2 miles either side of a 270° bearing from the airport extending from the 5-mile radius zone to 13 miles W of the airport.

Santa Fe, N. Mex.
Within a 5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05' 25" W.); within 2 miles each side of the extended centerline of runway 20, extending from the 5-mile radius zone to 5 miles SW of the SW end of runway 20; and within 2 miles each side of the Santa Fe VORTAC 007° radial, extending from the 5-mile radius zone to 11 miles N of the VORTAC.

Santa Maria, Calif.
Within a 5-mile radius of Santa Maria Airport (latitude 34°53'55" N., longitude 120°27'20" W.), excluding the portion within R-2516, from 0600 to 2200 hours, local time, daily.

AMENDMENTS 7/6/64 29 F.R. 9485 (Rewritten);

Santa Monica, Calif.
Within a 3-mile radius of the Santa Monica Municipal Airport (Lat. 34°00'57" N, Long. 118°27'00" W), excluding the portion subtended by a chord drawn between the points of INT of the Santa Monica 3-mile radius zone with the Los Angeles, Calif., 5-mile radius zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

Santa Rosa, Calif.
Within a 3-mile radius of Sonoma County Airport, Santa Rose, Calif., (Lat. 38°30'30" N, Long. 122°48' 45" W), from 0600 to 2200 hours local time, daily, excluding the portion within R-2522.

Sarasota, Fla.
Within a 5-mile radius of the Sarasota-Bradenton Airport (Lat. 27°23'47" N, Long. 82°33'15" W), and within 2 miles either side of the Sarasota-Bradenton VOR 305° radial extending from the 5-mile radius zone to 8 miles NW of the VOR. This control zone shall be effective from 0600 to 2200 hours EST, daily.

Sault Ste. Marie, Mich (Kincheloe AFB)
Within a 10-mile radius of Kincheloe AFB; within 5 miles either side of the ILS localizer NW course extending from the 10-mile radius zone to 10 miles NW of the LOM, excluding that portion outside the United States. The portion of this control zone within R-4205 shall be used only after obtaining prior approval from appropriate authority.

AMENDMEMTS 3/5/64 29 F.R. 4 (Changed):

Sault Ste. Marie, Mich. (Sault Ste. Marie, Municipal Airport)
Within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), within 2 miles either side of the 113° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles either side of the Sault Ste. Marie VOR 146° and 326° radials extending from the 5-mile radius zone to 12 miles SE of the VOR, excluding the portion outside the United States.

Savannah, Ga.
Within a 5-mile radius of Travis Field (latitude 32°07'35" N., longitude 81°12'05" W.); within a 5-mile radius of Hunter AFB (latitude 32°00'35" N., longitude 81°08'45" W.); within 2 miles each side of the extended centerline of the Hunter AFB east/west runway, extending from the Hunter AFB 5-mile radius zone to 8 miles W of the airport; within 2 miles each side of the Hunter AFB ILS localizer E course, extending from the Hunter AFB 5-mile radius zone to 2 miles W of the Hunter AFB OM; within 2 miles each side of the Travis Field ILS localizer W course, extending from the Travis Eield 5-mile radius zone to 1 mile E of the Travis Field ILS OM; and within 2 miles each side of the Savannah VORTAC 245° radial, extending from the Travis Field 5-mile radius zone to the VORTAC.

AMENDMENTS 4/30/64 29 F.R. 3293 (Rewritten)

Schenectady, N. Y.
Within a 5-mile radius of Schenectady County Airport (Lat. 42°51'20" N, Long. 73°55'55" W), and within 2 miles either side of a direct line extending from the Schenectady County Airport 5-mile radius zone to the Albany, N. Y., ILS OM.

Scottsbluff, Nebr.
Within a 5-mile radius of the Scottsbluff Municipal Airport (latitude 41°52'30" N., longitude 103°35'40" W.), and within 2 miles each side of the Scottsbluff VORTAC 259° radial, extending from the 5-mile radius zone to the VORTAC.

Seattle, Wash. (NAS Seattle).
Within a 5-mile radius of NAS Seattle (latitude 47° 40' 50" N., longitude 122° 15' 10" W.), and within a 1-mile radius of Kenmore Air Harbor, Seattle, Wash. (latitude 47° 45' 25" N., longitude 122° 15' 25" W.), excluding the portion W. of longitude 122° 19' 30" W.

Seattle, Wash. (Seattle-Tacoma International Airport)
That airspace bounded by a line beginning at Lat. 47°29'20" N, Long. 122°13'50" W, thence S to Lat. 47° 28'20" N, Long. 122°13'50" W, thence SE to Lat. 47°27'00" N, Long. 122°11'50" W, thence clockwise along the arc of a 5 mile radius circle centered at the Seattle-Tacoma International Airport to Lat. 47°29'20" N. Long. 122°23'10" W, thence E to the point of beginning.

Seattle, Wash. (Boeing Airport)
That airspace bounded by a line beginning at Lat. 47°31'55" N, Long. 122°11'40" W, thence SW to Lat. 47° 30'45" N, Long. 122°13'50" W, thence S to Lat. 47°29'20" N, Long. 122°13'50" W, thence W to Lat. 47°29' 20" N, Long. 122°23'10" W, thence clockwise along the arc of a 5 mile radius circle centered on the Boeing Airport to the point of beginning.

Sedalia, Mo.
Within a 5-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.); within 2 miles each side of the Whiteman VOR 010° radial, extending from the 5-mile radius zone to 2 miles N of the VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

AMENDMENTS 3/5/64 28 F.R. 13929 (Rewritten);

Selma, Ala.
Within a 5-mile radius of Craig AFB, Selma, Ala., (Lat. 32°20'25" N, Long. 86°59'20" W).

Shemya, Alaska
Within a 5-mile radius of Shemya Airport (Lat. 52°43'10" N, Long. 174°06'05" W); within 2 miles either side of a 104° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of a 284° bearing from the Shemya RBN extending from the 5-mile radius zone to 12 miles W of the RBN, excluding the portion within R-2204.

Sheridan, Wyo.
Within a 5-mile radius of Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.), and within 2 miles each side of the Sheridan VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 13358 (Rewritten);

Sherman, Tex.
Within a 5-mile radius of Perrin AFB, Sherman, Tex. (Lat. 33°42'48" N, Long. 96°40'29" W), within 2 miles either side of the Perrin AFB VOR 002° and 179° radials extending from the 5-mile radius zone to 10 miles N and S of the VOR.

Shreveport, La. (Downtown Airport - Barksdale AFB)
Within a 5-mile radius of Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.), excluding the portion within the Greater Shreveport control zone; within 2 miles each side of the 334° bearing from the Shreveport RBN, extending from the Downtown Airport 5-mile radius zone to 12 miles NW of the RBN; within a 5-mile radius of the Barksdale AFB latitude 32°30'05" N., longitude 93°39'45" W.); within 2 miles each side of the Shreveport VORTAC 155° radial, extending from the Barksdale 5-mile radius zone to the VORTAC; and within 2 miles each side of the Barksdale AFB VOR 330° and 150° radials, extending from the 5-mile radius zone to 3 miles SE of the VOR.

AMENDMENTS 5/1/64 29 F.R. 4081 (Rewritten);

Shreveport, La. (Greater Shreveport)
Within a 5-mile radius of Greater Shreveport Municipal Airport (Lat. 32°26'45" N, Long. 93°48'25" W), and within 2 miles either side of the Greater Shreveport ILS localizer SE and NW courses extending from the 5-mile radius zone to 15 miles SE of the localizer and to 5 miles NW of the LOM.

Sidney, Nebr.
Within a 3-mile radius of Sidney Airport and within 2 miles either side of the Sidney VOR 079° and 259° radials extending from the 3-mile radius zone to 12 miles W of the VOR.

Simmons Army Airfield, N. C.
Within a 5-mile radius of Simmons AAF (Lat. 35°07'55" N, Long. 78°56'05" W), excluding the portion within the Fort Bragg, N. C., control zone.

Sioux City, Iowa
Within a 5-mile radius of Sioux City Municipal Airport (Lat. 42°24'10" N, Long. 96°23'10" W); within 2 miles each side of the Sioux City RBN 163° bearing, extending from the 5-mile radius zone to 8 miles S of the RBN, within 2 miles either side of the Sioux City VORTAC 142° and 322° radials, extending from the 5-mile radius zone to 10 miles SE of the VORTAC, and within 2 miles either side of the 136° and 316° bearings from the Sioux City LOM extending from the 5-mile radius zone to 10 miles SE of the OM.

AMENDMENTS 3/5/64 29 F. R. 2306 (Changed);

Sioux Falls, S. Dak.
Within a 5-mile radius of Sioux Falls Airport (Foss Field); within 2 miles either side of the Sioux Falls VORTAC 336° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the Sioux Falls ILS localizer SW course extending from the 5-mile radius zone 12 miles SW of the OM and within 2 miles either side of the ILS localizer NE course extending from the 5-mile radius zone to 16 miles NE of the localizer.

Sitka, Alaska
Within a 5-mile radius of Sitka Harbor Seaplane Base (latitude 57°03'30" N., longitude 135°21'30" W.); within 2 miles each side of the Sitka RR NE and SW courses, extending from the 5-mile radius zone to 2 miles SW of the RR, and within 2 miles each side of the Biorka, Alaska, VORTAC 027° and 207° radials, extending from the 5-mile radius zone to 2 miles SW of the VORTAC.

Smyrna, Tenn.
Within a 5-mile radius of Sewart AFB, Smyrna, Tenn., and within 2 miles either side of a 139° bearing from the Sewart AFB RBN extending from the 5-mile radius zone to 10 miles SE of the RBN.

South Bend, Ind.
Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat. 41°42'15" N, Long. 86°18'

South Weymouth, Mass.
Within a 5-mile radius of NAS South Weymouth (Lat. 42°08'55" N, Long. 70°56'25" W); within 2 miles either side of the 336° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; and within 2 miles either side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Spartanburg, S. C.
Within a 5-mile radius of Spartanburg Municipal Airport (Lat. 34°54'55" N, Long. 81°57'35" W) and within 2 miles either side of the 237° bearing from the Spartanburg RBN extending from the 5-mile radius zone to 10 miles SW of the RBN.

Spokane, Wash. (Fairchild AFB).
Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles SW of the lift-off end of Runway 23; and within 2 miles each side of the Spokane International Airport Runway 21 extended centerline, extending from the runway to 6 miles SW of the lift-off end of Runway 21, excluding the portion E of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117° 36'00" W.

AMENDMENTS 6/25/64 29 F. R. 5316 (Added)

Spokane, Wash. (International).
Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within 2 miles each side of the Runway 21 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the lift-off end of Runway 21, excluding the portion W of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117°36'00" W.

AMENDMENTS 6/25/64 29 F.R. 5316 (Rewritten)

Springfield, Ill.
Within a 5-mile radius of Capital Airport, Springfield, Ill., (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the ILS localizer SW course, extending from the 5-mile radius zone to the ILS OM; within 2 miles each side of the Capital VOR 040° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; and within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the Capital VOR 132° radial.

AMENDMENTS 2/6/64 28 F. R. 13357 (Changed); 8/20/64 29 F. R. 5388 (Rewritten)

Springfield, Mo.
Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 3/5/64 29 F.R. 132 (Rewritten);

Springfield, Ohio
Within a 5-mile radius of Springfield Municipal Airport and within 2 miles either side of a 051° bearing from the end of the NE - SW runway extending from the 5-mile radius zone to 10 miles NE of the airport.

Stockton, Calif.
Within a 5-mile radius of Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.); within 2 miles each side of the Stockton VORTAC 321° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Stockton ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM.

Summit, Alaska
Within a 5-mile radius of Summit Airport (Lat. 63°19'55" N, Long. 149°07'30" W).

Sumter, S. C.
Within a 5-mile radius of Shaw AFB. Sumter. S. C.

Syracuse, N. Y.
Within a 5-mile radius of Clarence E. Hancock Airport, Syracuse, N. Y., (Lat. 43° 06" 50" N, Long. 76° 06' 35" W.); within 2 miles either side of the Syracuse ILS localizer E course extending from the 5-mile radius zone to 10 miles E of the OM; within 2 miles each side of the 086° and 266° bearings from the Syracuse RBN, extending from the 5-mile radius zone to 10 miles W of the RBN, and within 2 miles either side of the Syracuse VORTAC 120° and 300° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Tacoma, Wash.
Within a 5-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'05" W.); and within 2 miles each side of the McChord RBN 360° bearing, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 5/1/64 29 F.R. 5389 (Rewritten)

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W).

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (Lat. 30°23'33" N, Long. 84°21'06" W), and within 2 miles either side of the 299° bearing from the Tallahassee RBN extending from the 5-mile radius zone to 12 miles NW of the RBN.

Tampa, Fla.
Within a 5-mile radius of Tampa International Airport (Lat. 27°58'30" N, Long. 82°31'40" W); within a 5-mile radius of the Mac Dill AFB (Lat. 27°51'05" N, Long. 82°31'15" W); within a 5-mile radius of St. Petersburg-Clearwater International Airport (Lat. 27°54'40" N, Long. 82°41'10" W); within 2 miles either side of a line extending from the Tampa International Airport to the Tampa RBN; within 2 miles either side of the 137° bearing from the Tampa RBN extending from the Mac Dill AFB 5-mile radius zone to 10 miles SE of the RBN; within 2 miles either side of the St. Petersburg VORTAC 340° radial extending from the St. Petersburg-Clearwater International Airport 5-mile radius zone to 10 miles NW of the VORTAC, and within 5 miles either side of a line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

Tanana, Alaska
That airspace within a 5-mile radius of Tanana Airport (latitude 65°10' N., longitude 152°07' W.); within two miles each side of the Tanana RR SW course, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Tanana VOR 246° radial extending from the 5-mile radius zone to 8 miles SW of the VOR.

AMENDMENTS 8/20/64 29 F. R. 7505 (Rewritten)

Terre Haute, Ind.
Within a 5-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Terre Haute VOR 051° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR.

Teterboro, N. J.
Within a 5-mile radius of Teterboro Air Terminal (Lat. 40°51'05" N. Long. 74°03'40" W).

Texarkana, Ark.
Within a 5-mile radius of Texarkana Municipal Airport (Lat. 33°27'20" N, Long. 93°59'15" W), and within 2 miles either side of the Texarkana VORTAC 129° and 309° radials extending from the 5-mile radius zone to 10 miles NW of the VORTAC.

Toledo, Ohio
Within a 5-mile radius of Toledo Express Airport and within 2 miles either side of the Toledo ILS localizer SW course extending from the 5-mile radius zone to 10 miles SW of the OM.

Topeka, Kans. (Forbes AFB)
Within a 5-mile radius of Forbes AFB (latitude 38°57'10" N., longitude 95°39'50" W.), within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN, and within 2 miles each side of the Forbes AFB ILS localizer SE course, extending from the 5-mile radius zone to 1 mile SE of the OM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Philip Billard Airport) control zone.

Topeka, Kans. (Philip Billard Airport)
Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone.

Torrance, Calif.
Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), from 0600 to 2200 hours, local time, daily.

Traverse City, Mich.
Within a 5-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.); within 2 miles either side of the 137° bearing from the Traverse City RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles either side of the Traverse City VOR 338° and 158° radials extending from the 5-mile radius zone to 8 miles S of the VOR.

Trenton, N. J.
Within a 5-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.); within 2.5 miles N and 2 miles S of the Yardley, Pa., VOR 071° and 065° radials, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1-mile radius of the Morrisville, Pa., Airport (latitude 40° 12' 00" N., longitude 74° 48' 55" W.), and excluding the portion within the Willow Grove, Pa., control zone.

AMENDMENTS 4/2/64 29 F.R. 2419 (Rewritten);

Tri-City, Tenn.
Within a 5-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); within 2 miles on each side of the Tri-City ILS localizer NE course extending from the 5-mile radius zone to the OM; and within 2 miles on each side of the 043° and 223° bearings from the Boone RBN extending from the 5-mile radius zone to 8 miles SW of the RBN.

Troutdale, Oreg.
Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W), excluding the portion within R-5703. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS On Publ. 5/1/64 29 F. R. 5784 (Changed)

Truth or Consequences, N. Mex.
Within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107° 16'20" W.).

Tucson, Ariz. (Davis-Monthan AFB)
Within a 5-mile radius of Davis-Monthan AFB (latitude 32°10'00" N., longitude 110°53'00" W.) excluding the portion subtended by a chord drawn between the points of INT of the Davis-Monthan 5-mile radius zone and the Tucson International 5-mile radius zone, and within 2 miles SW and 2.5 miles NE of the Davis-Monthan ILS Localizer SE course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 7/23/64 29 F. R. 7418 (Rewritten)

Tucson, Ariz. (Tucson International Airport)
Within a 5-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 2 miles each side of the Tucson VORTAC 273° radial, extending from the 5-mile radius zone to 14 miles W of the VORTAC, and within 2 miles each side of the extended centerline of runway 12L, extending from the 5-mile radius zone to 5 miles SE of the lift-off end of Runway 12L, excluding the portion subtended by a chord drawn between the points of INT of the Tucson International 5-mile radius zone with the Davis-Monthan AFB 5-mile radius zone.

AMENDMENTS 7/23/64 29 F. R. 7418 (Rewritten)

Tucumcari, N. Mex.
Within a 5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); within 2 miles each side of the Tucumcari VOR 033° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; and within 2 miles each side of the Tucumcari VOR 078° radial, extending from the 5-mile radius zone to 8 miles E of the VOR.

Tulsa, Okla.
Within a 5-mile radius of Tulsa Municipal Airport (Lat. 36°12'01" N, Long. 95°53'15" W); within 2 miles either side of the Tulsa ILS localizer N course extending from the 5-mile radius zone to the Owasso, Okla., RBN; within 2 miles either side of the Tulsa VORTAC 268° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles either side of the ILS localizer S course extending from the 5-mile radius zone to the OM.

Tuscaloosa, Ala.
Within a 5-mile radius of Van De Graaff Airport, Tuscaloosa, Ala., (Lat. 33°13'35" N, Long. 87°36' 35" W). and within 2 miles either side of the Tuscaloosa VORTAC 060° radial extending from the 5-mile radius zone to 10 miles NE of the VORTAC.

Twin Falls, Idaho
Within a 5-mile radius of Twin Falls Municipal Airport (latitude 42° 29' 05" N., longitude 114° 29' 15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, from 0400 to 2000 hours, local time, daily.

AMENDMENTS 2/6/64 28 F. R. 13357 (Rewritten); 7/6/64 29 F.R. 9485 (Changed);

Tyler, Tex.
Within a 5-mile radius of Pounds Field, Tyler, Tex., (Lat. 32°21'17" N, Long. 95°23'55" W); within 2 miles either side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles either side of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to the INT of the Pounds Field ILS localizer SE course and the Gregg County, Tex., VOR 265° radial.

Tyndall AFB, Fla.
Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.), within 2 miles either side of the Tyndall AFB TACAN 308° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; within 2 miles either side of the 315° True bearing from the Tyndall RBN extending from the 5-mile radius zone to the RBN, and within 2 miles either side of the Tyndall VOR 313° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Panama City, Fla., Restricted Area R-2912C.

AMENDMENTS 3/5/64 29 F. R. 1842 (Rewritten)

Unalakleet, Alaska
Within a 5-mile radius of Unalakleet Airport (Lat. 63°53'10" N, Long. 160°47'30" W), and within 2 miles either side of the Unalakleet RR W course extending from the 5-mile radius zone to 12 miles W of the RR, from 0545 to 2145 hours, local time, daily.

AMENDMENTS On Publ. 11/4/64 29 F. R. 14917 (Changed)

Utica, N. Y.
Within a 5-mile radius of Oneida County Airport, Utica, N. Y., (Lat. 43°08'45" N, Long. 75°22'55" W) and within 2 miles either side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica RBN, excluding the portion within the Griffis AFB control zone.

Valdosta, Ga. (Moody AFB)
Within a 10-mile radius of Moody AFB, Valdosta, Ga.

Valdosta, Ga. (Valdosta Municipal Airport)
Within a 5-mile radius of Valdosta Municipal Airport and within 2 miles either side of the Valdosta VOR 004° and 184° radials extending from the 5-mile radius zone to 10 miles SW of the VOR, excluding the portion within the Moody AFB control zone.

Van Nuys, Calif.
Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.) excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W.

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.).

Victoria, Tex.
Within a 5-mile radius of the Victoria County-Foster Airport (latitude 28° 51' 10" N., longitude 96° 55' 20" W.) and within 2 miles each side of the 320° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from the 5-mile radius zone to 8 miles NW of latitude 28° 51' 30" N., longitude 96° 55' 00" W., effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 4/2/64 29 F.R. 557 (Added); Amend. Alt. 29 F.R. 4082;

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif., (Lat. 34°35'50" N, Long. 117°22'35" W), and within 2 miles either side of the George AFB VOR 355° and 005° radials extending from the 5-mile radius zone to 11 miles N of the VOR.

PENDING AMENDMENT
Visalia, Calif.
Within a 4-mile radius of the Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 121° radial, extending from the 4-mile radius zone to the VOR, excluding the portion within a 1-mile radius of Green Acres Airport, Visalia, Calif. (latitude 36°20'20" N., longitude 119°19'30" W.), effective from 0700 to 2100 hours, local time, daily.

AMENDMENTS 1/7/65 29 F.R. 14168 (Added)

Waco, Tex.
Within a 5-mile radius of Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within a 5-mile radius of James Connally AFB, Waco, Tex. (latitude 31°38'20" N., longitude 97°04'25" W.); and within 2 miles each side of direct lines from James Connally AFB, extending from the James Connally 5-mile radius zone to latitude 31°47'12" N., longitude 97°03'05" W., and to the Prairie Hill RBN.

Wake Island,
Within a 5-mile radius of Wake Island (Lat. 19°18'00" N, Long. 166°38'00" E); within 2 miles either side of the Wake Island VORTAC 306° radial extending from the 5-mile radius zone to 12 miles NW of the VORTAC; within 2 miles either side of the 101° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles E of the RBN, and within 2 miles either side of the 281° bearing from the Wake Island RBN extending from the 5-mile radius zone to 12 miles W of the VORTAC.

PENDING AMENDMENT
Wake Island
Within a 5-mile radius of Wake Island Airport (latitude 19°18'00" N. longitude 166°38'00" E); within 2 miles each side of the Wake Island VORTAC 306° radial, extending from the 5-mile radius zone to 17 miles NW of the VORTAC; within 2 miles each side of the Wake Island VORTAC 111° radial, extending from the 5-mile radius zone to 17 miles E of the VORTAC; within 2 miles each side of the 281° bearing from the Wake Island radio beacon (AXX), extending from the 5-mile radius zone to 15 miles W of the radio beacon; and within 2 miles each side of the 101° bearing from the Wake Island radio beacon (AWK), extending from the 5-mile radius zone to 12 miles E of the radio beacon.

AMENDMENTS 12/10/64 29 F.R. 14103 (Rewritten)

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City-County Airport (latitude 46° 05' 35" N., longitude 118° 17' 20" W.), and within 2 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

AMENDMENTS 4/2/64 29 F.R. 2308 (Rewritten);

Walnut Ridge, Ark.
Within a 3-mile radius of Walnut Ridge Airport (Lat. 36°07'30" N, Long. 90°55'25" W), and within 2 miles either side of the Walnut Ridge VOR 244° radial extending from the 3-mile radius zone to 10 miles SW of the VOR.

PENDING AMENDMENT
Walnut Ridge, Ark.
That airspace within a 3-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial, extending from the 3-mile radius zone to 6.5 miles SW of the VOR.

AMENDMENTS 1/7/65 29 F. R. 14523 (Rewritten)

Washington, D. C.
Within a 5-mile radius of Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.), within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060° radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.

Waterloo, Iowa
Within a 5-mile radius of Waterloo Municipal Airport (Lat. 42°33'22" N, Long. 92°23'59" W); within 2 miles either side of the Waterloo VORTAC 120° and 314° radials extending from the 5-mile radius zone to 12 miles SE and NW of the VORTAC and within 2 miles either side of the ILS localizer NW course extending from the 5-mile radius zone to the OM.

Watertown, N. Y.
Within a 5-mile radius of Watertown Airport (Lat. 43°59'20" N, Long. 76°01'20" W), and within 2 miles either side of the Watertown VOR 215° radial extending from the 5-mile radius zone to 10 miles SW of the VOR.

Watertown, S. Dak.
Within a 5-mile radius of Watertown Airport (Lat. 44°54'35" N, Long. 97°09'30" W), and within 2 miles either side of the Watertown VORTAC 006° radial extending from the 5-mile radius zone to 10 miles N of the VORTAC.

Wausau, Wis.
Within a 5-mile radius of Wausau Municipal Airport (Lat. 44°55'35" N, Long. 89°37'35" W), and within 2 miles either side of the Wausau VOR 166° and 346° radials extending from the 5-mile radius zone to 10 miles SE of the VOR.

Westfield, Mass.
Within a 5-mile radius of Barnes Airport, Westfield, Mass., (Lat. 42°09'35" N, Long. 72°42'55" W), and within 2 miles each side of the 189° bearing from the Westfield RBN, extending from the 5-mile radius zone to the RBN,
excluding the portion within the Westover AFB, Mass., control zone. This control zone shall be in effect from 0700 to 2300 hours, local standard time, daily.

Westhampton Beach, Long Island, N.Y.
Within a 5-mile radius of Suffolk County AFB, Westhampton Beach, Long Island, N.Y. (latitude 40°50'40" N., longitude 72°37'45" W.).

Westover, Mass.
Within a 5-mile radius of Westover AFB (Lat. 42°11'40" N, Long. 72°32'15" W); within 2 miles either side of the Westover TACAN 028° radial extending from the 5-mile radius zone to 10 miles NE of the TACAN and within 2 miles either side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 12 miles NE of the OM.

AMENDMENTS On Publ. 5/15/64 29 F. R. 6377 (Changed)

West Palm Beach, Fla.
Within a 5-mile radius of West Plam Beach International Airport (latitude 26° 41' 25" N., longitude 80° 05' 35" W.) and within 2 miles each side of the West Palm Beach RBN 270° bearing, extending from the 5-mile radius zone to 10 miles W of the RBN.

Wheeling, W. Va.
Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the OM.

AMENDMENTS 2/6/64 28 F. R. 12339 (Rewritten);

Whidbey Island, Wash.
Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'05" N., longitude 122°39'20" W.); within a 5-mile radius of the INT of the N/S and E/W sealane landing areas latitude 48°14'55" N., longitude 122°35'15" W.) Oak Harbor Seaplane Base, Whidbey Island, Wash., and within a 1-mile radius of OLF Coupeville Airport, Coupeville, Wash. (latitude
48°11'20" N., longitude 122°37'50" W.),

White Plains, N. Y.
Within a 5-mile radius of Westchester County Airport (Lat. 41°04'05" N, Long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita, Kans. (Wichita Municipal).
Within a 5-mile radius of the Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'46" W.), within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 5-mile radius zone to the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (McConnell AFB) 5-mile radius control zone.

AMENDMENTS 4/30/64 29 F. R. 2930 (Rewritten) F.R. Correction, 29 F.R. 3524

Wichita, Kans. (McConnell AFB)
Within a 5-mile radius of McConnell AFB (latitude 37° 37' 25" N., longitude 97° 16' 00" W.), within 2 miles W and 4 miles E of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN, within 2 miles each side of the McConnell AFB VOR 008° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles S of the TACAN, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (Wichita Municipal), control zone.

AMENDMENTS 4/30/64 29 F. R. 2930 (Rewritten)

Wichita Falls, Tex.
Within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex.; within 2 miles either side of the centerline of the SE/NW runway extending from the 5-mile radius zone to 10 miles SE of the Wichita Falls LOM, and within 2 miles either side of the Wichita Falls VORTAC 286° radial extending from the 5-mile radius zone to 10 miles W of the VORTAC.

Wilkes-Barre, Pa.
Within a 5-mile radius of Wilkes-Barre-Scranton Airport and within 2 miles either side of the extended centerline of runway 4 extending from the 5-mile radius zone to the Crystal Lake, Pa., RBN.

Williamsport, Pa.
Within a 5-mile radius of Williamsport-Lycoming County Airport (Lat. 41°14'30" N, Long. 76°55'20" W); and within 2 miles either side of the Williamsport RR W course extending from the 5-mile radius zone to the RR.

Willow Grove, Pa.
Within a 5-mile radius of Willow Grove NAS (latitude 40° 12' 00" N., longitude 75° 08' 55" W.); within a 5-mile radius of Johnsville NAS (latitude 40° 11' 55" N., longitude 75° 04' 00" W.); within 2 miles each side of the 325° bearing from the Willow Grove RBN, extending from the RBN to 7 miles NW of the RBN; within 2 miles each side of the Johnsville NAS TACAN 274° radial, extending from the TACAN to 9 miles W of the TACAN; within 2 miles each side of the Johnsville NAS TACAN 082° radial, extending from the TACAN to 6.5 miles E of the TACAN; within 2 miles each side of the Yardley, Pa., VOR 245° radial, extending from the VOR to the Willow Grove NAS, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Johnsville NAS with the North Philadelphia, Pa., control zone.

AMENDMENTS 4/2/64 29 F. R. 2419 (Rewritten)

Wilmington, Del.
Within a 5-mile radius of the Greater Wilmington Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.); within 2 miles each side of the Greater Wilmington Airport ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC.

AMENDMENTS 4/2/64 29 F. R. 2419 (Rewritten)

Wilmington, N. C.
Within a 5-mile radius of New Hanover County Airport, Wilmington, N. C. (latitude 34°16'15" N., longitude 77°54'05" W.), and within 2 miles each side of the 159° bearing from the ILS MM, extending from the 5-mile radius zone to 12 miles SE of the MM.

Wilmington, Ohio
Within a 5-mile radius of Clinton County AFB, Wilmington, Ohio (Lat. 39°26'00" N, Long. 83°48'00" W) and within 2 miles either side of the 037° bearing from the Clinton County RBN extending from the 5-mile radius zone to 12 miles NE of the RBN.

Windsor Locks, Conn.
Within a 5-mile radius of Bradley Field, Windsor Locks, Conn., (Lat. 41°56'25" N, Long. 72°41'16" W); and within 2 miles either side of the Bradley ILS localizer S course extending from the 5-mile radius zone to 10 miles S of the localizer.

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.); within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and within 2 miles each side of the 354° bearing from the Winslow RBN, extending from the 6-mile radius zone to 6 miles N of the RBN.

Winston-Salem, N. C.
Within a 5-mile radius of Smith-Reynolds Airport, Winston-Salem, N. C., (Lat. 36°08'00" N, Long. 80° 13'20" W), and within 2 miles either side of the Winston-Salem ILS localizer SE course extending from the 5-mile radius zone to 12 miles SE of the OM.

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Worthington, Minn.
Within a 3-mile radius of the Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.), and within 2 miles each side of the 358° bearing from Worthington Municipal Airport, extending from the 3-mile radius zone to 7 miles N of the airport, - see Airman's Guide for hours of designation.

AMENDMENTS 5/28/64 29 F.R. 3651 (Added); 9/8/64 29 F.R. 11960 (Changed);

Wright-Patterson AFB, Ohio
Within a 5-mile radius of Patterson AFB (Lat. 39°49'25" N, Long. 84°02'55" W); within a 5-mile radius of Wright AFB (Lat. 39°46'35" N, Long. 84°06'35" W); within 2 miles either side of the Patterson VOR 039° radial extending from the Patterson AFB 5-mile radius zone to 12 miles NE of the VOR, and within 2 miles either side of the Patterson TACAN 054° radial extending from the Patterson AFB 5-mile radius zone to 8 miles NE of the TACAN, excluding the portion within the Springfield, Ohio, control zone.

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (Lat. 40°00'55" N., Long. 74°35'25" W.); within 2 miles either side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to 2.5 miles SW of the OM; within 2 miles either side of the McGuire VOR 051° and 213° radials extending from the 5-mile radius zone to 7 miles NE and 6 miles SW of the VOR, and within 2 miles either side of the McGuire TACAN 223° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. The portions of this control zone within R-5001 and R-5003 shall be used only after obtaining prior approval from appropriate authority.

Yakataga, Alaska
Within a 5-mile radius of Yakataga Airport, and within 5 miles either side of the Yakataga RR SE and SW courses extending from the 5-mile radius zone to A-1, from 0545 to 2145 hours, local time, daily.

AMENDMENTS On Publ. 11/4/64 29 F. R. 14917 (Changed)

Yakima, Wash.
Within a 5-mile radius of Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer E course, extending from the 5-mile radius zone to 1 mile W of the LOM.

Yakutat, Alaska
Within a 5-mile radius of Yakutat, Alaska (Lat. 59°30'10" N, Long. 139°39'40" W).

Youngstown, Ohio
Within a 5-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Yuma, Ariz.
Within a 5-mile radius of MCAS/Yuma County Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within a 1-mile radius of latitude 32°36'05" N., longitude 114°39'30" W.; within 2 miles each side of the Yuma VOR 181° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, and within 2 miles each side of the 044° bearing from the MCAS Yuma RBN, extending from the 5-mile radius zone to 8 miles NE of the RBN.

Zanesville, Ohio
Within a 5-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 5-mile radius zone to 7 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding that airspace within a 1-mile radius of the Riverside Airport, Zanesville, (latitude 39° 59' 10" N., longitude 81° 59' 00" W.).

AMENDMENTS 4/2/64 29 F. R. 2307 (Rewritten)

SUBPART G - TRANSITION AREAS

§ 71.181 Designation.
The parts of airspace described below are designated as transition areas.

Aberdeen, S. Dak.
That airspace extending upward from 700 feet above the surface within 8 miles NE and 5 miles SW of the Aberdeen VOR 131° and 311° radials extending from 13 miles SE to 5 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 4 miles E and 7 miles W of the Aberdeen VOR 175° and 355° radials, extending from 13 miles S to 1 mile N of the VOR.
3/5/64 28 F. R. 13929 (Added);

PENDING AMENDMENT
Aiken, S. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Aiken Airport (latitude 33°39'10" N., longitude 81°41'25" W.); within 2 miles each side of the 289° bearing from the Aiken RBN extending from the 6-mile radius area to 8 miles W of the RBN.

AMENDMENTS 1/7/65 29 F. R. 15075 (Added)

Akron, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.), and within 4 miles NE and 2 miles SW of the Akron VOR 123° radial, extending from 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Akron VOR 123° and 303° radials, extending from 20 miles SE to 10 miles NW of the VOR.

3/5/64 28 F. R. 14226 (Rewritten);

Akron, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (latitude 41° 02' 15" N., longitude 81° 28' 05" W.); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile raidus area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (latitude 40° 55' 05" N., longitude 81° 26' 30" W.), and within 5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40° 53' 00" N., longitude 81° 43' 00" W.; to latitude 41° 08' 00" N., longitude 81° 36' 00" W.; to latitude 41° 11' 30" N., longitude 81° 39' 20" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (latitude 41° 24' 30" N., longitude 81° 51' 00" W.) to latitude 41° 21' 00" N., longitude 81° 31' 00" W.; to latitude 41° 24' 20" N., longitude 81° 23' 00" W.; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willougby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio, VOR; direct to the Tiverton, Ohio, VOR; to latitude 40° 54' 00" N., longitude 82° 04' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

Alamosa, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Alamosa VORTAC 336° and 156° radials, extending from 20 miles NW to 9 miles SE of the VORTAC, excluding the airspace within Federal airways.

Albany, Ga.
That airspace extending upward from 1,200 feet above the surface bounded on the N by the Albany control area extension, on the E by V-35, on the SE by a line extending through latitude 31°20'12" N., longitude 84°17'40" W. and latitude 31°11'00" N., longitude 84°29'00" W., and on the W by the arc of a 30-mile radius circle centered at the Albany Municipal Airport (latitude 31°32'00" N., longitude 84°11'35" W.); and that airspace extending upward from 3,000 feet above the surface bounded on the N by a line 12 miles SW of and parallel to the Albany VOR 294° radial, on the E by the arc of a 30-mile radius circle centered at the Albany Municipal Airport, on the SE by a line extending through latitude 31°11'00" N., longitude 84°29'00" W., and latitude 30°57'15" N., longitude 84°45'45" W., on the SW by the NE boundary of V-7, and on the W by a line extending from the NE boundary of V-7 counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W. to its INT with a line 5 miles N of and parallel Dothan, Ala., VOR 093° radial, thence E along this line to longitude 84°55'00" W., thence N along this meridian to a line 12 miles SW of and parallel to the Albany VOR 294° radial.

Albany, N. Y.
That airspace extending upward from 1,200 feet above the surface SE of Albany bounded on the NE by V-130, on the SE by V-487 and on the W by V-91; and that airspace SW of Albany bounded on the N by a line 10 miles S of and parallel to the Albany VORTAC 270° radial, on the E by V-91, on the S by V-270 and on the W by Long. 74°16'00" W.

Albuquerque, N. Mex.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.), and within 2 miles each side of the 188° bearing from the Albuquerque RBN, extending from the 14-mile radius area to 12 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 46-mile radius of the Albuquerque VORTAC, excluding the portion within an 8-mile radius of OTTO Airport, Moriarity, N. Mex. (latitude 35°04'35" N., longitude 106°00'10" W.); within 10 miles E and 7 miles W of the Socorro, N. Mex., VORTAC 189° and 009° radials, extending from the 46-mile radius area to 20 miles S of the VORTAC, excluding the portion within R-5107C; within 10 miles S and 7 miles N of the Grants, N. Mex., VOR 267° and 087° radials, extending from the 46-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 11,000 feet MSL within 5 miles each side of the Albuquerque VORTAC 339° radial, extending from the 46-mile radius area to 79 miles N of the VORTAC, and within 5 miles each side of the Albuquerque VORTAC 303° radial, extending from the 46-mile radius area to 79 miles NW of the VORTAC. The portions of this transition area within 5 miles each side of the Albuquerque VORTAC 303° and 339° radials, extending from the 46-mile radius area to 79 miles N and NW are excluded from Federal airways.

Alexandria, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Alexandria Airport (latitude 45°52'05" N., longitude 95°23'45" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Alexandria VOR 051° and 231° radials extending from 6 miles SW to 13 miles NE of the VOR, and within the area NE of Alexandria bounded on the NW by a line 5 miles NW of and parallel to the Alexandria VOR 027° radial, on the NE by the arc of a 29-mile radius circle centered on the Alexandria VOR, and on the SE by a line 5 miles SE of and parallel to the Alexandria VOR 051° radial.

Alma City, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles W and 8 miles E of the Minneapolis, Minn., VORTAC 188° radial, extending from 22 miles N to 10 miles S of the INT of the Minneapolis VORTAC 188° and the Rochester, Minn., VOR 292° radials.

Alpena, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Phelps-Collins Airport, Alpena, Mich., (latitude 45°05'00" N., longitude 83°33'30" W.), within 5 miles E and 8 miles W of the 180° and 360° bearings from the Alpena RBN, extending from 2 miles S to 12 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Phelps-Collins Airport, and within the arc of a 29-mile radius circle centered on the Alpena RBN, extending from a line 5 miles W of and parallel to the 356° bearing from the RBN clockwise to a line 5 miles E of and parallel to the 021° bearing from the RBN. The portion of this transition area which coincides with the Oscoda, Mich., control area extension is excluded. This transition area shall be effective during the specific dates and times established in advance by a Notice to Airmen, and continuously published in the Airman's Guide.

AMENDMENTS 11/12/64 29 F.R. 12674 (Added);

Amarillo, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Amarillo AFB/Municipal Airport (latitude 35°13'10" N., longitude 101°42'40" W.); that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 36°01'00" N., longitude 101°24'00" W.; to latitude 35°56'00" N., longitude 101°01'00" W.; to latitude 35°42'00" N., longitude 101°01'00" W.; to latitude 35°42'00" N., longitude 100°29'00" W.; to latitude 35°28'00" N., longitude 100°29'00" W.; to latitude 35°18'00" N., longitude 101°10'00" W.; to latitude 34°59'00" N., longitude 101°10'00" W.; to latitude 34°59'00" N., longitude 101°27'00" W.; to latitude 34°40'00" N., longitude 101°39'00" W.; to latitude 34°40'00" N., longitude 102°18'00" W.; to latitude 35°09'00" N., longitude 102°25'00" W.; to latitude 35°37'00' N., longitude 102°05'00" W.; to latitude 35°43'00" N., longitude 101°44'00" W.; to point of beginning; and that airspace extending upward from 8,000 feet m.s.l. within 5 miles each side of the Amarillo VORTAC 297° radial, extending from the 1,200-foot area boundary to 52 miles NW of the VORTAC. The portion of this transition area extending upward from 8,000 feet m.s.l. which coincides with Federal airways is excluded.

AMENDMENTS 4/30/64 29 F.R. 2933 (Added)

Anchorage, Alaska
That airspace extending upward from 14,500 feet MSL within a 172-mile radius of the Anchorage VOR. The airspace outside the United States, the airspace 14,500 feet MSL or above less than 1,500 feet above the surface, and the airspace within Federal airways, Control 1218, Control 1310, the Anchorage, Alaska, Cordova, Alaska, Kenai, Alaska, and Middleton Island, Alaska, control area extensions and the airspace within the Fairbanks, Alaska, and King Salmon, Alaska, transition areas is excluded.

AMENDMENTS 4/30/64 29 F.R. 3150 (Added)

Aniak, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 050° and 230° bearings from the Aniak RR, extending from 9 miles NE to 20 miles SW of the RR.

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Annette Island ILS localizer NW course, extending from 5 miles NW to 15.5 miles NW of the Annette Island Airport (latitude 55°02'30" N., longitude 131°34'05" W.), and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 17 miles NE of the 142° and 322° bearings from the Annette RR, extending from 40 miles NW of the RR to a line 3 miles N of and parallel to the United States/Canadian border.

Appleton, Wis.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Outagamie County Airport, Appleton, Wis. (latitude 44° 17' 05" N., longitude 88° 21' 55" W.), and within 2 miles each side of the 089° bearing from the airport, extending from the 4-mile radius area to 8 miles E of the airport.

Ardmore, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the 265° and 085° bearings from the Ardmore RBN, extending from the 7-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Ardmore Municipal Airport.

Asheville, N. C.
That airspace E of Asheville, extending upward from 1,200 feet above the surface bounded on the NW by V-222, on the E by V-259, on the SE by V-20, and on the SW by V-296; and the airspace W of Asheville within a 30-mile radius of the Asheville VORTAC, bounded on the NE by V-185 and the SE by V-222.

Astoria, Oreg.
That airspace extending upward from 700 feet above the surface bounded on the SW by the Astoria VOR 326° radial, on the NE by a line 5 miles NE of and parallel to the Astoria VOR 326° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 46° 08' 00" W., longitude 123° 42' 00" W., thence to latitude 46° 02' 00" N., longitude 123° 53' 00" W., thence to latitude 46° 02' 00" N., longitude 124° 09' 00" W., thence to latitude 46° 16' 00" N., longitude 124° 09' 00" W., thence to latitude 46° 22' 00" N., longitude 123° 55' 00" W., thence to point of beginning.

Atlanta, Ga.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Atlanta Airport (Lat. 33°38'42" N., Long. 84°25'37" W.), excluding the airspace within a 1.5-mile radius of the Edwards Skyport, Atlanta, Ga (Lat. 33°32'47" N, Long. 84°38'31" W), and the Gunn Airport, Atlanta, Ga. (Lat. 33°43'14" N, Long. 84°09'56" W); within 2 miles either side of the Atlanta ILS localizer W course, extending from the 15-mile radius area to 18 miles W of the localizer; within a 5-mile radius of the De Kalb-Peachtree Airport, Chamblee, Ga. (Lat. 33°52'30" N, Long. 84°18'10" W); within 2 miles either side of the McDonough, Ga., VORTAC 314° radial, extending from the 15-mile radius area to the VORTAC; within 5 miles SW and 8 miles NE of the Atlanta ILS localizer SE course, extending from the OM to 12 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of the Atlanta Airport; within a 30-mile radius of the Lost Mountain, Ga., RBN; that airspace N of Atlanta extending from the 50-mile radius area bounded on the W by V-51, on the N by V-54, on the E by V-267; that airspace NE of the Toccoa, Ga., VOR bounded on the N by V-54, on the SE by V-222 and on the SW by a line 5 miles SW of and parallel to the Greenwood, S. C., VOR 315° radial; that airspace NE and E of Atlanta extending from the 50-mile radius area bounded on the NW by V-222, on the E by a line extending from SE boundary of V-222 W of Greenville, S. C., counterclockwise along the arc of a 30-mile radius circle centered at Lat. 34°48'45" N, Long. 82°20'30" W, to its INT with the arc of a 15-mile radius circle centered at the Greenwood VOR, thence counterclockwise along this arc to its INT with the N boundary of V-454, thence via the N boundary of V-454 to Long. 83°00'00" W, thence via Long. 83°00'00" W to the N boundary of V-18, and on the S by the N boundary of V-18; that airspace SW of Atlanta extending from the 50-mile radius area bounded on the N by V-18, on the S by V-20 N, and on the W by Long 86°00'00" W, and that airspace W of Atlanta extending from the 50-mile radius area bounded on the N by a line 12 miles N of and parallel to the Atlanta ILS localizer W course, on the S by V-18 N, and on the W by Long. 85°33'00" W, excluding the portion within R-3001.

AMENDMENTS On Publ. 4/7/64 29 F. R. 4855 (Changed); 11/12/64 29 F. R. 12763 (Changed);

PENDING AMENDMENT
Atlanta, Ga. (Dobbins AFB/NAS Atlanta).
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°55'00" N., longitude 84°31'00" W.); within 2 miles each side of the NAS Atlanta TACAN 301° radial extending from the 7-mile radius area to 10 miles NW of the TACAN; within 2 miles each side of the Norcross, Ga., VORTAC 265° radial extending from the 7-mile radius area to 9 miles W of the Dobbins AFB/NAS Atlanta Airport Reference Point (latitude 33°55'00" N., longitude 84°31'00" W.); excluding that airspace within a 15-mile radius of the Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.).
AMENDMENTS 1/7/65 29 F. R. 14982 (Added)

Atterbury, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 39°30'00" N., on the E by longitude 85°39'00" W., on the S by latitude 39°10'00" N., and on the W by longitude 86°06'00" W.

AMENDMENTS 4/30/64 29 F.R. 3225 (Added)

Augusta, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bush Field, Augusta, Ga. (latitude 33°22'10" N., longitude 81°57'55" W.); within a 5-mile radius of Daniel Field, Augusta, Ga. (latitude 33°27'55" N., longitude 82°02'25" W.); within 8 miles W and 5 miles E of the Augusta LOM 168° bearing, extending from the Bush Field 9-mile radius area to 12 miles S of the LOM; within 2 miles each side of the Augusta VOR 140° and 320° radials, extending from the Daniel Field 5-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the Augusta RBN 308° bearing, extending from the Daniel Field 5-mile radius area to 8 miles NW of the RBN; and within 2 miles each side of the 348° bearing from the Augusta LMM, extending from the Augusta LMM to 18 miles N of the LMM; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from the intersection of longitude 82°50'00" W., and a line 10 miles N of and parallel to the Augusta VOR 278° radial; thence E via a line 10 miles N of and parallel to the Augusta VOR 278° radial; to and clockwise along the arc of a 23-mile radius circle centered at the Augusta VOR; to and N along a line 10 miles W of and parallel to the Augusta VOR 359° radial; to and counterclockwise along the arc of a 15-mile radius circle centered on the Greenwood, S. C., VOR; to and S along a line 8 miles E of and parallel to the Augusta VOR 359° radial; to and clockwise along the arc of a 23-mile radius circle centered on the Augusta VOR; to and NE along the N boundary of V-155; to longitude 81°41'30" W.; to latitude 33°46'00" N., longitude 81°37'00" W.; to latitude 33°23'25" N., longitude 81°37'00"W.; thence via a line extending through latitude 33°23'25" N., longitude 81°37'00" W., and latitude 33°05'30" N., longitude 81°48'45" W.; to and S along the E boundary of V-185; to and SW along the N boundary of V-70; to and N along a line 8 miles W of and parallel to the Augusta VOR 157° radial; to latitude 33°03'30" N., longitude 82°02'20" W.; to latitude 33°03'50" N., longitude 82°50'00" W., thence N via longitude 82°50'00" W., to the point of beginning; and that airspace extending upward from 3,000 feet MSL bounded on the N by a line extending from latitude 33°03'40" N., longitude 82°30'00" W.; to latitude 33°03'30" N., longitude 82°02'20" W., on the E by a line 8 miles W of and parallel to the Augusta VOR 157° radial, on the S by the N boundary of V-70, and on the W by longitude 82°30'00" W.; excluding the portions which would coincide with R-3003, R-3004, and R-6004.
AMENDMENTS 6/25/64 29 F. R. 5785 (Added)
PENDING AMENDMENT
The Augusta, Ga. transition area is amended by deleting "within 2 miles each side of the Augusta RBN 308° bearing, extending from the Daniel Field 5-mile radius area to 8 miles NW of the RBN;" from the text.
11/12/64 29 F. R. 12823 (Changed); Eff. date changed 12/10/64 29 F. R. 14576.

Augusta, Maine
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Augusta Airport (latitude 44°19'15" N., longitude 69°47'45" W.); and within 2 miles each side of the 242° bearing from the Augusta RBN, extending from the 8-mile radius area to 8 miles SW of the RBN.

AMENDMENTS 4/30/64 29 F. R. 2931 (Added)

Baker, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Baker VORTAC 138° and 317° radials, extending from 14 miles SE to 16 miles NW of the VORTAC.

Bakersfield, Calif.
That airspace extending upward from 700 feet above the surface within 4 miles NE and 5 miles SW of 135° and 315° bearings from the Bakersfield LOM, extending from the arc of a 5-mile radius circle centered on Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), to 10 miles SE of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 118° 45' 00" W., on the S by latitude 35° 05' 00" N., on the W by a line extending from latitude 35° 05' 00" N., longitude 120° 05' 00" W., to latitude 35° 43' 50" N., longitude 120° 05' 00" W. to latitude 35° 43' 50" N, longitude 119° 30' 00" W. to latitude 36° 00' 00" N. longitude 119° 30' 00" W. and on the N by latitude 36° 00' 00" N.

AMENDMENTS 4/2/64 29 F. R. 1843 (ADDED) F. R. Correction 29 F.R. 2420 (Changed)

Bangor, Maine
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Dow AFB, Bangor, Maine (latitude 44° 48' 20" N., longitude 68° 49' 32" W.); and within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 17-mile radius area to 14 miles SE of the Bangor ILS OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44° 50' 00" N., longitude 67° 56' 00" W., to latitude 44° 18' 30" N., longitude 67° 56' 00" W., to latitude 43° 52' 00" N., longitude 69° 00' 00" W., to latitude 43° 48' 00" N., longitude 69° 03' 00" W., to latitude 43° 50' 00" N., longitude 69° 18' 00" W.,to latitude 43° 59' 00" N., longitude 69° 16' 00" W., to latitude 44° 09' 00" N., longitude 69° 39' 00" W., thence clockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine, VOR to latitude 44° 09' 00" N., longitude 69° 57' 00" W., to latitude 44° 03' 00" N., longitude 70° 08' 00" W., to latitude 43° 50' 00" N., longitude 70° 12' 00" W., to latitude 43° 55' 00" N., longitude 70° 28' 00" W., to latitude 44° 05' 00" N., longitude 70° 23' 00" W., to latitude 44° 12' 00" N., longitude 70° 10' 00" W., to latitude 44° 16' 00" N., longitude 70° 14' 00" W., to latitude 44° 39' 00" N., longitude 69° 47' 00" W., to latitude 44° 50' 00" N., longitude 69° 47' 00" W., to latitude 45° 12' 00" N., longitude 69° 23' 00" W., to latitude 45° 24' 00" N., longitude 68° 55' 00" W., to latitude 45° 30' 00" N., longitude 68° 31' 00" W., to latitude 45° 27' 00" N., longitude 68° 20' 00" W., to latitude 45° 33' 00" N., longitude 68° 16' 00" W., to latitude 45° 38' 00" N., longitude 67° 40' 30" W., thence via the United States/Canadian border to latitude 45° 09' 00" N., longitude 67° 23' 00" W., to latitude 45° 07' 00" N., longitude 67° 30' 00" W., to latitude 44°50'00" N., longitude 67°30'00" W., to the point of beginning.
AMENDMENTS 4/30/64 29 F.R. 2931 (Added); 8/27/64 29 F.R. 12958 (Changed);

Bar Harbor, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar Harbor Municipal Airport (latitude 44°27'00" N., longitude 68°21'45" W.); within 2 miles each side of the 019° bearing from the Bar Harbor RBN, extending from the 5-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the 331° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles NW of the airport; within 2 miles each side of the 201° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles SW of the airport; and within 2 miles each side of the 271° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles W of the airport.

AMENDMENTS 4/30/64 29 F. R. 2931 (Added)

Batavia, N. Y.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Batavia Airport (latitude 43°01'55" N., longitude 78°10'20" W.), and within 2 miles each side of the 192° bearing from the Batavia Airport, extending from the 4-mile radius area to 12 miles S of the airport.

AMENDMENTS 5/28/64 29 F.R. 4853 (Added)

Battle Creek, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich., (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course, extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within a 4-mile radius of Haines Field, Three Rivers, Mich., (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from Haines Field to 12 miles NE of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 38' 00" N., on the E by longitude 84° 50' 00" W., on the S by latitude 41° 40'00" N., on the SW by V-277, and on the W by longitude 86°00'00" W.
AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Beatty, Nev.
That airspace extending upward from 1,200 feet above the surface within 11 miles SW and 8 miles NE of the Beatty VOR 320° and 140° radials, extending from 20 miles NW to 20 miles SE of the VOR.

Beaufort, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of MCAS Beaufort (latitude 32°28'40" N., longitude 80°43'20" W.); and within a 1.5-mile radius of Beaufort County Airport (latitude 32°24'40" N., longitude 80°38'05" W.)

AMENDMENTS 4/30/64 29 F.R 3293 (Added)

Beaumont, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Beaumont ILS localizer NW course, extending from the OM to 8 miles NW; within 2 miles each side of the Beaumont ILS localizer SE course, extending from the arc of a 5-mile radius circle centered at the Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.), to 17 miles SE of the approach end of Runway 29; and within 2 miles each side of the Beaumont VOR 244° radial, extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of latitude 29°54'40" N., longitude 94°02'40" W

Beckley, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Raleigh County Memorial Airport, Beckley, W. Va. (latitude 37° 47' 10" N., longitude 81° 07' 25" W.), and within 2 miles each side of the Beckley VOR 130° and 154° radials, extending from the 7-mile radius area to 13 miles SE of the VOR.

AMENDMENTS 4/2/64 29 F R. 2306 (Added)

Bellaire, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Antrim County Airport, Bellaire, Mich. (latitude 44°59'10" N., longitude 85°11'55" W.), and the airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 198° bearing from the Bellaire RBN extending from the 8-mile radius area to 12 miles S of the RBN

Belleville, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

Bemidji, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bemidji Municipal Airport (latitude 47°30'35" N., longitude 94°55'50" W.) and within 2 miles each side of the Bemidji VOR 316° and 136° radials, extending from the 6-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Bemidji VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR

Bettles, Alaska
That airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Bettles VOR, extending clockwise from the NE boundary of Amber 2 to a line 8 miles NW of and parallel to the Bettles VOR 216° radial, and within an 8-mile radius of Bettles VOR, extending clockwise from a line 8 miles NW of and parallel to the Bettles VOR 216° radial to the NE boundary of Amber 2; and that airspace extending upward from 14,500 feet MSL within 9 miles NE and 16 miles SW of the Bettles VOR 155° and 335° radials, extending from 12 miles NW to 26 miles SE of the VOR. The portion of the transition area extending upward from 14,500 feet MSL is excluded from Federal airways.

AMENDMENTS 6/25/64 29 F.R. 5387 (Added)

Bible Grove, Ill.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Bible Grove VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the VOR.

Big Delta, Alaska
That airspace extending upward from 1,200 feet above the surface within 20 miles SW and 35 miles NE of the 299° and 119° bearings from the Big Delta RR, extending from the arc of a 55-mile radius circle centered on Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) to 55 miles SE of the RR, excluding the portion within the Fairbanks, Alaska, transition area.

AMENDMENTS 7/23/64 29 F. R. 6531 (Changed)

Big Sur, Calif.
That airspace extending upward from 18,000 feet MSL to FL 240 W of Big Sur bounded on the E by a line overlying the W edge of V-27 and the Monterey, Calif., control area extension, on the SW, W and NW by a line extending from the Monterey, Calif., control area extension through latitude 35°58'45" N., longitude 121°56' 45" W., to latitude 35°53'00" N., longitude 122°09'30" W., to latitude 35°53'00" N., longitude 122°19'00" W., to latitude 36°06'00" N., longitude 122°25'30" W., thence through latitude 36°23'10" N., longitude 122° 13'35" W. to the Monterey, Calif., control area extension, excluding the airspace within the Continental Control Area.

Blackstone, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.) excluding the portion within R-6602.

AMENDMENTS 5/28/64 29 F.R. 3469 (Added)

Blakely, Ga.
That airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 31°47'20" N.. longitude 84°58'20" W.: to latitude 31°41'20" N., longitude 84°56'55" W.; to latitude 31°37'30" N.. Longitude 84°46'00" W.: to latitude 31°16'30" N.. longitude 84°51'30" W.; to latitude 31°14'35" N., longitude 85°10'45"W.; thence counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N.. longitude 85°46'20" W.. to the E boundary of V-241; thence along the E boundary of V-241 to latitude 31°47'20" N.. thence E along the line of latitude 31°47'20" N., to the point of beginning.

AMENDMENTS 9/17/64 29 F.R. 9664 (Added)

Block Island, R. I.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Block Island Airport (latitude 41°10'05" N., longitude 71°34'40" W.), and within 2 miles each side of the 264° bearing from the Block Island RBN (latitude 41°10'07" N., longitude 71°36'23" W.), extending from the 4-mile radius area to 10 miles W of the RBN.

AMENDMENTS 10/15/64 29 F.R. 11836 (Added)

Bloomington, Ill.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Bloomington Airport (latitude 40°28'50" N., longitude 88°55'45" W.), and within 2 miles each side of the Bloomington VOR 043° radial, extending from the 4-mile radius area to 8 miles NE of the VOR.

AMENDMENTS 5/28/64 29 F.R. 555 (Rewritten); 11/12/64 29 F. R. 12763 (Changed);

Bloomington, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe County Airport, Bloomington, Ind. (latitude 39°08'25" N., longitude 86° 37'00" W.) and within 2 miles each side of the Bloomington VOR 236° radial, extending from the 5-mile radius area to 8 miles SW of the VOR.

AMENDMENTS 10/17/63 28 F.R. 9425 (Added); (Amend. Alt. 28 F.R. 10332);

Bluefield, W. Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), within 2 miles each side of the Bluefield VOR 267° radial, extending from the 8-mile radius area to 22 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38° 02' 00" N., longitude 82° 15' 00" W.; to latitude 38° 14' 00" N., longitude 80° 35' 00" W.; to latitude 37° 10' 00" N., longitude 80° 51' 30" W.; to latitude 37° 05' 00" N., longitude 82° 10' 00" W.; to the point of beginning.

AMENDMENTS 4/2/64 29 F. R. 2306 ADDED)

Blythe, Calif.
That airspace extending upward from 700 feet above the surface within a 2-mile radius of the Blythe RBN; within 2 miles each side of the 180° bearing from the Blythe RBN, extending from the 2-mile radius area to 8 miles S of the RBN, and within 2 miles each side of the Blythe VORTAC 227° radial, extending from the arc of a 5-mile radius circle centered at the Blythe Airport (latitude 33°37'15" N., longitude 114°43'00" W.) to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 33°43'00" N., on the E by longitude 114°30'00" W., on the S by the arc of an 18-mile radius circle centered at the Blythe Airport, and on the W by longitude 115°00'00" W., and within 5 miles each side of the 180° bearing from the Blythe RBN, extending from the 18-mile radius arc to 23 miles S of the RBN.

Borger, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hutchison County Airport, Borger, Tex. (latitude 35°41'55" N., longitude 101°23'40" W.); within 2 miles each side of the 141° bearing from latitude 35°41'30" N., longitude 101°23'45" W., extending from the 5-mile radius area to 8 miles SE of latitude 35°41'30" N., longitude 101°23'45" W.

AMENDMENTS 4/30/64 29 F. R. 2933 (Rewritten)

Boston, Mass.
That airspace extending upward from 20,000 feet MSL to FL 300 inclusive E of Boston bounded by a line beginning at latitude 42° 24' 30" N., longitude 70° 15' 30" W., to latitude 42° 27' 50" N., longitude 70° 04' 00" W., to latitude 42° 25' 30" N., longitude 70° 04' 00" W., to latitude 42° 24' 30" N., longitude 69° 46' 00" W., to latitude 42° 21' 30" N., longitude 69° 30' 00" W., to point of beginning.

Bozeman, Mont.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Bozeman VOR 278° and 098° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

Bradford, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Bradford-McKean County Airport (latitude 41°48'10" N., longitude 78°38'20" W.); within 2 miles each side of the Bradford RBN 134° bearing, extending from the 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Bradford VOR 138° radial, extending from the 7-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from: latitude 42°32'00" N., longitude 77°58'00" W., to latitude 41°55'00" N., longitude 77°58'00" W., to latitude 41°55'30" N., longitude 78°10'00" W., to latitude 41°38'00" N., longitude 78°13'00" W., through latitude 41°00'00" N., longitude 78°35'20" W., to the south boundary of V-6; thence via the south boundary of V-6 to longitude 79°15'00" W., thence northward via longitude 79°15'00" W., to latitude 41°17'00" N., longitude 79°15'00" W., to latitude 41°30'00" N., longitude 78°57'00" W., to latitude 42°10'00" N., longitude 78°57'00" W., to latitude 42°11'30" N., longitude 78°52'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to the point of beginning.

AMENDMENTS 5/28/64 29 F.R. 4853 (Added)

Brainerd, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Crow Wing County Airport, Brainerd, Minn. (latitude 46°23'25" N., longitude 94°08'20" W.), and extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Brainerd VOR 117° and 297° radials, extending from 5 miles NW to 13 miles SE of the VOR.

Buckeye, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Buckeye VOR 096° and 276° radials, extending from 9 miles E to 20 miles W of the VOR.

PENDING AMENDMENT
The Buckeye, Ariz. transition area is revoked. 12/10/64 29 F.R. 14104 (Revoked).

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Niagara Falls, N. Y., Municipal Airport (latitude 43° 06' 20" N., longitude 78° 56' 55" W.); within a 7-mile radius of the Greater Buffalo International Airport (latitude 42° 56' 25" N., longitude 78° 43' 50" W.); within a 4-mile radius of Buffalo Airpark (latitude 42° 51' 40" N., longitude 78° 43' 00" W.); within 5 miles S and 8 miles N of Niagara Falls ILS localizer E course, extending from the OM to 14 miles E of the OM; within 8 miles NW and 7 miles SE of the Buffalo ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within 8 miles N and 5 miles S of the Buffalo VORTAC 099° radial, extending from the VORTAC to 12 miles E of the VORTAC, and within 2 miles each side of the Buffalo ILS localizer SW course, extending from the Buffalo 7-mile radius area to 8 miles SW of the Cheektowaga, N. Y., FM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43° 38' 00" N., longitude 78° 41' 00" W., to latitude 43° 21' 00" N., longitude 78° 00' 00" W., to latitude 43° 06' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 52' 00" W., to latitude 42° 37' 00" N., longitude 79° 15' 00" W., to latitude 42° 41' 00" N., longitude 79° 19' 30" W., thence via the United States/Canadian border to the point of beginning, excluding the portion outside the United States.

Burbank, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34° 14' 00" N., longitude 118° 47' 00" W.; to latitude 34° 14' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 04' 00" N., longitude 118° 33' 00" W; to latitude 34° 04' 00" N., longitude 118° 43' 00" W; to latitude 34° 10' 00" N., longitude 118° 43' 00" W; to latitude 34° 10' 00" N., longitude 118° 47' 00" W; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 30' 00" N., longitude 118° 50' 00" W.; to latitude 34° 30' 00" N., longitude 118° 45' 00"W.; thence N along longitude 118° 45' 00" W. to the S boundary of V-137, thence along the S boundary of V-137 to longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 117° 43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 50' 00" W.; thence to point of beginning.

AMENDMENTS 4/2/64 29 F. R. 1843 (ADDED)

Burley, Idaho
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 12 miles N and 9 miles S of the Burley VORTAC 075° and 255° radials, extending from 18 miles E of the Burley VORTAC to a 14-mile radius circle centered on the Twin Falls, Idaho, VOR and the 038° radial from the Twin Falls VOR.

AMENDMENTS 4/2/64 28 F.R. 13359 (Rewritten);

Burlington, Iowa
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 185° bearing from the Burlington Municipal Airport (latitude 40° 47' 05" N., longitude 91° 07' 25" W.), extending from the arc of a 5-mile radius circle centered on the Burlington Municipal Airport to 7.5 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 10' 00" N., longitude 91° 00' 00" W.; to latitude 41° 10' 00" N., longitude 90° 00' 00" W.; thence S to latitude 40° 35' 20" N., longitude 90° 00' 00" W.; thence W via latitude 40° 35' 20" N., to the Burlington VOR 235° radial; thence clockwise along the arc of a 14-mile radius circle centered on the Burlington Municipal Airport to longitude 91° 00' 00" W.; thence to point of beginning.

AMENDMENTS 4/30/64 28 F.R. 13864 (Added);

Butler, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler-Graham Airport (latitude 40° 46' 45" N., longitude 79° 56' 55" W.), and within 2 miles each side of the Butler RBN 180° and 002° bearings, extending from the 5-mile radius area to 8 miles S of the RBN.

AMENDMENTS 2/6/64 28 F. R. 12339 (Added)

Butte, Mont.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 20 miles N to 11 miles S of the VOR, and within 10 miles N and 7 miles S of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles E to 19 miles W of the VOR.

Cambridge, N. Y.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cambridge VOR 274° and 094° radials, extending from 9 miles W to 20 miles E of the VOR.

Camden, Ark.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the 352° and 172° bearings from Harrell Field, Ark., (Lat. 33°37'05" N, Long. 92°46'00" W), extending from 9 miles S to 20 miles N of the airport, excluding the airspace within Federal airways.

PENDING AMENDMENT
Camden, Ark. transition area is revoked. 1/7/65 29 F. R. 14918 (Revoked).

Camp Le Juene, N. C.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 34° 30'20" N, Long. 77°15'50" W, thence 3-nmi from and parallel to the United States shoreline to Lat. 34°25'18" N, Long. 77°26'30" W, to Lat. 34°30'35" N, Long. 77°32'18" W, to Lat. 34°36'05" N, Long. 77°26'08" W, to Lat. 34°33'00" N, Long. 77°19'00" W, thence to the point of beginning.

Cape Girardeau, Mo.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cape Girardeau Municipal Airport latitude 37°13'30" N., longitude 89°34'10" W.); within two miles either side of the 215° bearing from the Cape Girardeau Airport extending from the 6-mile radius area to 8 miles SW of the airport, and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the 035° and 215° bearings from the Cape Girardeau Municipal Airport extending from 9 miles NE to 20 miles SW of the airport.

Carlsbad, N. Mex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Carlsbad Municipal Airport (latitude 32°20'20" N., longitude 104°15'45" W.), and within 2 miles each side of the Carlsbad VOR 157° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Carlsbad VOR 157° and 337° radials, extending from 7 miles northwest to 13 miles southeast of the VOR; within 5 miles southeast and 8 miles northwest of the Carlsbad VOR 064° and 244° radials, extending from 7 miles southwest to 13 miles northeast of the VOR; and within 5 miles each side of the Carlsbad VOR 064° radial, extending from the VOR to 23 miles northeast of the VOR.

AMENDMENTS 10/15/64 29 F.R 12260 (Changed)

Casa Grande, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Casa Grande VOR 158° and 338° radials, extending from 9 miles NW to 20 miles SE of the VOR.

PENDING AMENDMENT

The Casa Grande, Ariz. transition area is revoked. 12/10/64 29 F.R. 14104 (Revoked)

Casper, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Casper VORTAC 216° radial, extending from 26 miles to 31 miles SW of the VORTAC; within 2 miles each side of the Casper VORTAC 235° radial, extending from 23 miles to 28 miles SW of the VORTAC, and within 2 miles each side of the Casper ILS localizer W course, extending from 5 miles W to 7 miles W of the OM; that airspace extending upward from 1,200 feet above the surface within 12 miles SE and 10 miles NW of the Casper VORTAC 216° and 036° radials, extending from 20 miles NE to 44 miles SW of the VORTAC; within 6 miles S and 13 miles N of the 270° and 090° bearings from the Casper RBN, extending from 33 miles W to 43 miles E of the RBN, and within 5 miles each side of the Casper VORTAC 235° radial, extending from 38 miles to 52 miles SW of the VORTAC; and that airspace extending upward from 9,500 feet MSL within 5 miles each side of the Casper VORTAC 235° radial, extending from 52 miles to 81 miles SW of the VORTAC.

Cedar City, Utah

That airspace extending upward from 1,200 feet above the surface within 6 miles E and 10 miles W of the Cedar City VOR 184° and 004° radials extending from 8 miles S to 20 miles N of the VOR.

Cedar Rapids, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cedar Rapids Municipal Airport (latitude 41° 53' 05" N., longitude 91° 42' 45" W.), and within 8 miles N and 6 miles S of the Cedar Rapids VOR 089° and 269° radials, extending from 3 miles E to 13 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42° 05' 00" N., on the E by longitude 91° 00' 00" W., on the S by latitude 41° 20' 00" N., on the SW by a line extending from latitude 41° 20' 00" N., longitude 92° 00' 00" W., to latitude 41° 30' 00" N., longitude 92° 15' 00" W., and on the W by latitude 92° 15' 00" W.

AMENDMENTS 4/2/64 29 F. R. 1841 (ADDED)

Centralia, Ill.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.), and within 2 miles each side of the Centralia VOR 031° radial, extending from the 4-mile radius area to the VOR; within a 4-mile radius of the Mount Vernon, Ill., Municipal Airport (latitude 38°19'15" N., longitude 88°51'40" W.), and within 2 miles each side of the 044° bearing from the airport, extending from the 4-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the N boundary of V-446, extending S along longitude 88°35'00" W., to latitude 38°12'00" N., thence W along latitude 38°12'00" N., to and counterclockwise along the arc of a 40-mile radius circle centered at Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.) to and clockwise along the arc of a 13-mile radius circle centered on the Centralia VOR to and counterclockwise along the arc of the 40-mile radius circle centered on Scott AFB to the N boundary of V-446, thence E along the N boundary of V-446 to the point of beginning.

Chadron, Nebr.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Chadron VOR 030° and 210° radials , extending from 5 miles NE to 14 miles SW of the VOR.

Chanute, Kans.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Chanute VOR 244° and 064° radials, extending from 12 miles SW to 15 miles NE of the VOR

Chattanooga, Tenn.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Lovell Field, Chattanooga, Tenn. (latitude 35° 02' 05" N., longitude 85° 12' 10" W.), extending clockwise from the 020° to the 250° bearings from the airport; within a 20-mile radius of Lovell Field, extending clockwise from the 250° to the 020° bearings from the airport; within 4 miles each side of the Chattanooga VORTAC 263° radial, extending between the arcs of a 14-mile and a 25-mile radius circle each centered at Lovell Field; within 8 miles E and 5 miles W of the North Chattanooga, Tenn., RBN 016° bearing, extending from the RBN to 12 miles N; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Lovell Field; within the area SE of Chattanooga, extending from the 25-mile radius area bounded on the E by the W boundary of V-5, on the S by a line through latitude 34° 26' 58" N., longitude 84° 55' 58" W., and latitude 34° 25' 30" N., longitude 84° 59' 30" W., and on the W by a line 9 miles W of and parallel to the Chattanooga VORTAC 152° radial; within the area N, NE and NW of Chattanooga extending from the 25-mile radius area bounded by a line beginning at the INT of the arc of a 25-mile radius circle centered at Lovell Field and a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial; thence NW along a line 6 miles W of and parallel to the Chattanooga VORTAC 313° radial to and clockwise along the arc of a 50-mile radius circle centered on the Chattanooga VORTAC to the W boundary of V-51 W alternate; thence S along the W boundary of V-51 W alternate to latitude 35°24'30" N.; thence to latitude 35°22'45" N., longitude 84°45' 00" W.; to latitude 35° 17' 30" N., longitude 84° 45' 10" W.; to latitude 35° 08' 20" N., longitude 84° 45' 35" W.; thence via latitude 35° 08' 20" N., to the arc of a 25-mile radius circle centered at Lovell Field; and that airspace extending upward from 3,000 feet MSL bounded on the N by V-54, on the NE by the arc of a 25-mile radius circle centered at Lovell Field, on the SE by V-115, and on the W by a line extending through latitude 34° 32' 00" N., longitude 85° 52' 15" W., and latitude 34° 48' 00" N., longitude 85° 57' 10" W., excluding the portion within the Rome, Ga., transition area.

AMENDMENTS 9/17/64 29 F.R. 11113 (Changed): Amend. Alt. 29 F.R 13138:

Cherokee, Wyo.
That airspace extending upward from 1,200 feet above the surfave within 10 miles S and 7 miles N of the Cherokee VOR 081° and 261° radials, extending from 7 miles E to 7 miles W of the VOR.

Cherry Point, N. C.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at Lat. 35°45'30" N, Long. 76°39'00" W, thence clockwise along the arc of a 60-mile radius circle centered at Lat. 34°54'30" N, Long. 76°53'00" W, to Lat. 35°05'50" N, Long. 75°51'05" W, thence 3-nmi from and parallel to the shoreline to Lat. 34°37'30" N, Long. 76°56'20" W, to Lat. 34°41'50" N, Long. 76°56'20" W, to Lat. 34° 45' 10" N, Long. 76°40'30" W, to Lat. 34°46'45" N, Long. 76°24'45" W, to Lat. 35°04'30" N, Long. 76°04' 30" W, to Lat. 35°18'15" N, Long. 76°16'40" W, to Lat. 35°23'15" N, Long. 76°34'40" W, to Lat. 35°03' 00" N, Long. 76°57'00" W, to Lat. 35°26'00" N, Long. 76°52'00" W, thence to point of beginning.

Childress, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Childress Municipal Airport, and within 10 miles SE and 7 miles NW of the Childress VOR 244° radial, extending from the 20-mile radius area to 20 miles SW of the VOR.

Chincoteague, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of NASA Wallops Station Airport, and the area extending NE from the the 12-mile radius area bounded on the NW by the SE boundary of V-139, on the NE by the Salisbury, Md., VOR 114° radial, and on the southeast by a line 3 miles SE of and parallel to the SE boundary of V-139, excluding the portion within R-6604 and the portion outside the United States.

Clarksburg, W. Va.
That airspace extending upward from 700 feet above the surface within 10 miles NW and 7 miles SE of the Clarksburg VOR 036° and 216° radials, extending from 12.7 miles NE to 16.3 miles SW of the VOR.

Cleveland, Ohio

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.); within a 3-mile radius of the Burke-Lakefront Airport (latitude 41°31'00" N., longitude 81°41'00" W.); within 2 miles each side of the Cleveland-Hopkins Runway 23-R-ILS localizer NE course, extending from the 8-mile radius area to the Burke-Lakefront 3-mile radius area; within 2 miles each side of the Cleveland-Hopkins Runway 5-L-ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the Runway 5-L-ILS OM; within 2 miles each side of the Strongsville VOR 192° radial, extending from the 8-mile radius area to 8 miles S of the VOR; and within 2 miles each side of the Akron, Ohio, VORTAC 319° radial, extending from the Burke-Lakefront 3-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from latitude 41°35'00" N., longitude 82°06'20" W.. via latitude 41°48'20" N., longitude 81°47'30" W., to latitude 41°54'00" N., longitude 81°37'20" W., thence clockwise along the arc of a 19-mile radius circle centered at latitude 41°41'00" N., longitude 81°23'25" W., to latitude 41°24'20" N., longitude 81°23'00" W., to latitude 41°21'00" N., longitude 81°31'00" W., thence clockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the 146° bearing from the airport, thence SE along the 146° bearing to latitude 41°08'00" N., longitude 81°36'00" W., to latitude 40°53'00" N., longitude 81°43'00" W., thence via the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the 210° bearing from the airport, thence clockwise via the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

Clinton, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clinton Municipal Airport (latitude 41° 49' 45" N., longitude 90° 19' 50" W.), within 2 miles each side of the Cordova VOR 338° radial, extending from the 5-mile radius area to the VOR; and within 8 miles SW and 5 miles NE of the 324° bearing from the Clinton Municipal Airport, extending from the airport to 12 miles NW of the airport.
4/30/64 28 F. R. 13864 (Added);

Clintonville, Wis.

That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the 128° and 308° bearings from the Clintonville Airport (latitude 44° 36' 50" N., longitude 88° 43' 50" W.), extending from 2 miles SE of 12 miles NW of the airport, and within 8 miles NE and 5 miles SW of the 146° bearing from the airport, extending from the airport to 12 miles SE of the airport.

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34° 23' 01" N., longitude 103° 18' 58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, and within 2 miles each side of the 225° bearing from the Cannon RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 051° radial to the Cannon VOR 190° radial; within a 37-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 190° radial to the Cannon VOR 226° radial, thence via a line to latitude 34° 01' 10" N., longitude 104° 04' 00" W., thence to latitude 34° 09' 55" N., longitude 104° 03' 40" W., thence to latitude 34° 10' 00" N., longitude 103° 55' 00" W., thence to latitude 34° 42' 15" N., longitude 103° 55' 00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of the Cannon VOR 084° radial, extending from the 30-mile radius area to 51 miles E of the VOR; and that airspace extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34° 32' 30" N., longitude 103° 55' 00" W., thence to latitude 34° 28' 30" N., longitude 104° 05' 15" W., thence to latitude 34° 38' 00" N., longitude 104° 10' 30" W., thence to latitude 34° 46' 40" N., longitude 104° 05' 25" W., thence to latitude 34° 42' 15" N., longitude 103° 55' 00" W., thence to the point of beginning. The portions of this transition area within R-5104 and R-5105 shall be used only after obtaining prior approval from the appropriate authority.

PENDING AMENDMENT

Clovis, N. Mex.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the 217° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 12 miles SW of the RBN, within 2 miles each side of the 225° bearing from the Cannon AFB RBN, extending from the 14-mile radius area to 8 miles SW of the RBN; within a 5-mile radius of the Clovis, N. Mex., Municipal Airport (latitude 34°25'00" N., longitude 103°05'00" W.); within 2 miles each side of the Texico, Tex., VOR 255° radial, extending from the 5-mile radius area to the Texico VOR; within 2 miles each side of the 057° bearing from the Clovis, N. Mex., RBN (latitude 34°27'30" N., longitude 103°01'30" W.) extending from the 5-mile radius area to 8 miles northeast of the Clovis RBN; within 2 miles each side of the extended center line of the Clovis Municipal Airport NE-SW runway, extending from the 5-mile radius area to 7 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 051° radial to the Cannon VOR 190° radial; within a 37-mile radius of Cannon AFB, extending clockwise from the Cannon VOR 190° radial to the Cannon VOR 226° radial, thence via a line to latitude 34°01'10" N., longitude 104°04'00" W., thence to latitude 34°09'55" N., longitude 104°03'40" W., thence to latitude 34°10'00" N., longitude 103°55'00" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning; that airspace E of Clovis within 10 miles N and 7 miles S of the Texico, Tex., VOR 093° and 273° radials, extending from the 30-mile radius area to 25 miles E of the VOR; within 5 miles each side of the Cannon VOR 084° radial, extending from the 30-mile radius area to 51 miles E of the VOR; and that airspace extending upward from 8,000 feet MSL NW of Clovis bounded by a line beginning at latitude 34°32'30" N., longitude 103°55'00" W., thence to latitude 34°28'30" N., longitude 104°05'15" W., thence to latitude 34°38'00" N., longitude 104°10'30" W., thence to latitude 34°46'40" N., longitude 104°05'25" W., thence to latitude 34°42'15" N., longitude 103°55'00" W., thence to the point of beginning. The portions of this transition area within R-5104 and R-5105 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 1/7/65 29 F. R. 14919 (Rewritten)

Coaldale, Nev.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Coaldale VORTAC 087° radial, extending from the VORTAC to 20 miles E and within 10 miles NE and 10 miles SW of the Coaldale VORTAC 316° and 146° radials, extending from 20 miles SE to 20 miles NW of the VORTAC.

Cochise, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Coeur d'Alene, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Coeur d'Alene Air Terminal (latitude 47°46'30" N., longitude 116°49'05" W.), and within 2 miles each side of the 181° and 347° bearings from latitude 47°41'30" N., longitude 116°47'34" W., extending from the 5-mile radius area to 8 miles S of latitude 47°41'30" N., longitude 116°47'34" W.

AMENDMENTS 6/25/64 29 F.R. 5316 (Added)

PENDING AMENDMENT
Coldwater, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport, Coldwater, Mich. (latitude 41°56'00" N., longitude 85°03'15" W.) and within 8 miles NW and 5 miles SE of the 209° bearing from the Branch County Memorial Airport extending from the airport to 12 miles SW of the airport excluding the portion within the Sturgis, Mich.. transition area.

AMENDMENTS 12/10/64 29 F.R 14786 (Added)

College Station, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 287° radial, extending from the VOR to 13 miles W; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the College Station VOR 107° radial, extending from the VOR to 7 miles E; and within 5 miles each side of the College Station VOR 124° radial, extending from the VOR to 23 miles SE.

Columbia, S. C.

That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the Columbia VOR 329° radial, extending from 9 miles NW to 41 miles NW of the VOR, excluding the airspace within Federal airways.

Columbus, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Muscogee County Airport, Columbus, Ga. (latitude 32°30'55" N., longitude 84°56'25" W.); within 2 miles each side of the Columbus VOR 329° and 149° radials, extending from the Muscogee County Airport 7-mile radius area to 8 miles NW of the VOR; within a 9-mile radius of Lawson AAF, Columbus, Ga. (latitude 32°20'20" N., longitude 84°59'35" W.); within 2 miles each side of the 204° bearing from the Columbus RBN, extending from the Lawson AAF 9-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the NE by the arc of a 50-mile radius circle centered at the Atlanta, Ga., Municipal Airport (latitude 33°38'42" N., longitude 84°25'37" W.), on the E by V-97, on the S by V-56, and on the NW by V-20; that airspace W of Lawson AAF bounded by a line beginning at latitude 32°06'55" N., longitude 84° 48'25" W., clockwise around the arc of a 19-mile radius circle centered at Lawson AAF to latitude 32°37'00" N., longitude 85°01'03" W., to point of beginning; and within 8 miles SW and 5 miles NE of the Columbus VOR 329° radial, extending from the VOR to 12 miles NW, excluding the portions within R-3002.

Columbus, N. Mex.

That airspace extending upward from 8,000 feet MSL, bounded on the E by longitude 107°13'00" W, on the S by the United States/Mexican border, on the W by longitude 107°54'00" W, and on the N by latitude 31°59'00" N.

Corona, N. Mex.

That airspace extending upward from 8,500 feet MSL. within 10 miles NE and 7 miles SW of the Corona VOR 139° and 319° radials. extending from 20 miles SE to 9 miles NW of the VOR.

Corpus Christi, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within a 7-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Corpus Christi VORTAC 020° radial, extending from the VORTAC to 8 miles NE; within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the International Airport 6-mile radius area to 8 miles NW of the OM; within 2 miles each side of the Corpus Christi RBN 048° bearing, extending from the International Airport 6-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 7-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 139° radial, extending from the NAS Corpus Christi 7-mile radius area to 12 miles SE of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by the SW boundary of V-163, latitude 28°07'00" N., and the N boundary of V-20; on the NE and E by a line extending from the N boundary of V-20 through latitude 28°42'00" N., longitude 96°26'00" W., to latitude 28°37'15" N., longitude 96°17'15" W.; thence to latitude 28°14'00" N., longitude 96°46'00" W.; thence S along longitude 96°46'00" W., to 3 nautical miles from the shoreline; thence SW 3 nautical miles from and parallel to the shoreline to latitude 27°49'00" N., to latitude 27°45'30" N., longitude 96°51'00" W.; to latitude 27°28'20" N., longitude 96°45'30" W.; to latitude 27°14'30" N., longitude 96°55'30" W.; to latitude 27°23'00" N., longitude 97°06'00" W.; thence SW to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., thence to latitude 26°50'00" N., longitude 97°51'00" W.; and bounded on the S and W by a line extending from latitude 26°50'00" N., longitude 97°51'00" W.; to latitude 26°51'00" N., longitude 97°58'30" W.; to latitude 27°24'00" N., longitude 98°15'30" W.; to latitude 27°24'00" N., longitude 98°27'00" W.; to latitude 28°07'00" N., longitude 98°27'00" W., through latitude 28°27'00" N.. longitude 98°14'00" W., to the SW boundary of V-163; and that airspace extending upward from 4,500 feet MSL bounded on the E by longitude 98°27'00" W., on the S by latitude 27°24'00" N., on the W by the arc of a 35-mile radius circle centered on the Laredo, Tex., RBN, and on the N by a line extending from the intersection of the 35-mile radius arc and latitude 27°39'10" N., to latitude 27°44'00" N.. longitude 98°27'00" W.

AMENDMENTS 11/12/64 29 F.R. 13164 (Added)

Cortez, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles SW and 7 miles NE of the 306° and 126° bearings from the Montezuma County Airport, Cortez, Colo. (Lat. 37°18'15" N, Long. 108°37' 35" W), extending from 20 miles NW and to 9 miles SE of the airport, excluding the airspace within Federal airways.

Coshocton, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Universal-Cyclops Airport (latitude 40° 12' 15" N., longitude 81° 52' 55" W.),and within 2 miles each side of the Zanesville VOR 002° radial, extending from the 6-mile radius area to 12 miles N of the VOR.

AMENDMENTS 4/2/64 29 F.R. 2307 (Added);

Cotulla, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles N and 5 miles S of the Cotulla VOR 085° radial, extending from the VOR to 12 miles E of the VOR; within 8 miles N and 5 miles S of the Cotulla VOR 265° radial, extending from the VOR to 13 miles W of the VOR, and within 8 miles SW and 5 miles NE of the Cotulla RBN 320° bearing, extending from the RBN to 12 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 28° 52' 00" N., longitude 99° 25' 00" W., to latitude 28° 54' 00" N., longitude 99° 05' 00" W., to latitude 28° 19' 00" N., longitude 98° 37' 00" N., to latitude 28° 05' 00" N., longitude 98° 48' 00 W., to latitude 28° 06' 00" N., longitude 99° 08' 00" W., to latitude 28° 08' 20" N., longitude 99° 18' 20" W., to latitude 28° 32' 00" N., longitude 99° 28' 00" W., to point of beginning.

AMENDMENTS 4/2/64 29 F.R. 605 (Added);

Crazy Woman, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Crazy Woman VORTAC 173° and 353° radials, extending from 20 miles S to 9 miles N of the VORTAC.

Crescent City, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 12 miles NW of the Crescent City VOR 055° and 235° radials, extending from 8 miles SW to 20 miles NE of the VOR; within 5 miles each side of the Crescent City VOR 235° radial, extending from 8 miles to 20 miles SW of the VOR, and within 8 miles E and 5 miles W of the Crescent City VOR 180° radial, extending from the VOR to 14 miles S of the VOR; and that airspace extending upward from 14,500 feet above the surface bounded on the E by a line 5 miles west of and parallel to the Crescent City VOR 002° and 180° radials, on the S by latitude 41° 26' 00" N., on the W by longitude 124° 28' 00" W., and on the N by latitude 42° 07' 00" N., excluding the portion within the continental control area.
5/28/64 28 F. R. 14419 (Added);

Crossville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.), within 2 miles each side of the Crossville VORTAC 334° radial, extending from the 6-mile radius area to the VORTAC, and within 8 miles NE and 5 miles SW of the Crossville VORTAC 154° radial, extending from the VORTAC to 12 miles SE, excluding the area SE of a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial.

AMENDMENTS 8/20/64 29 F. R. 8163 (Added)

Crow's Landing, Calif.
That airspace extending upward from 1,200 feet above the surface, bounded on the SW by V-107, on the N by V-244 S, and on the E by V-109. The portions within R-2525 and R-2528 shall be used only after obtaining prior approval from appropriate authority.

Cut Bank, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Cut Bank VOR, extending clockwise from a line 5 miles N of and parallel to the Cut Bank VOR 095° radial to the W boundary of V-21W.

Danville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vermillion County Airport, Danville, Ill. (latitude 40°11'55" N., longitude 87°35'40" W.), and within 2 miles each side of the Danville VOR 197° radial, extending from the 5-mile radius zone to the VOR.

AMENDMENTS 5/28/64 29 F.R. 3356 (Added)

Darby, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darwin, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 12 miles S of the Darwin VOR 088° and 268° radials, extending from 10 miles E to 22 miles W of the VOR.

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Daytona Beach ILS localizer SW course, extending from the OM to 12 miles SW; within 2 miles each side of the 236° bearing from the Daytona Beach OM, extending from the OM to the INT of the Daytona Beach VOR 219° radial and the Orlando, Fla., VOR 353° radials; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 29°33'00" N., on the W by the W edge of V-267, on the S by latitude 28°58'00" N., on the E by the limits of the territorial waters of the United States, and that airspace N of Daytona Beach bounded on the E by V-3, on the S by latitude 29°33'00" N., on the W by V-267.

Decatur, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Decatur Municipal Airport (latitude 39°50'03" N., longitude 88°52'52" W.), and within 2 miles each side of the Decatur VOR 351° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Decatur VOR and within 10 miles S and 6 miles N of the Decatur VOR 285° radial extending from the 15-mile radius area to the arc of a 15-mile radius circle centered at latitude 39°53'32" N., longitude 89°37'31" W.

De Lancey, N. Y.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the De Lancey VOR 265° and 085° radials, extending from 9 miles W to 20 miles E of the VOR.

Delta, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delta Municipal Airport (latitude 39° 23' 00" N., longitude 112° 30' 35" W.), and within 2 miles each side of the Delta VOR 001° and 196° radials, extending from the 5-mile radius area to 6 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Delta VOR 016° and 196° radials, extending from 10 miles N to 20 miles S of the VOR.
3/5/64 29 F. R. 73. (Rewritten);

Deming, N. Mex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Deming VOR 264° radial, extending from the VOR to 3.2 miles W of the Deming VOR, and within 2 miles each side of the Deming VOR 270° radial, extending from 5.5 miles W of the Deming Municipal Airport (latitude 32° 15' 25" N., longitude 107° 43' 00" W.) to 8.5 miles W of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31° 47' 00" N., longitude 106° 53' 35" W., thence W along the United States/Mexican border to longitude 107° 13' 00" W., thence N along longitude 107° 13' 00" W., to latitude 31° 59' 00" N., thence W along latitude 31° 59' 00" N., to longitude 107° 54' 00" W., thence N along longitude 107° 54' 00" W., to latitude 32° 19' 15" N., longitude 107° 54' 00" W., thence to latitude 32° 24' 20" N., longitude 107° 36' 00" W., thence to latitude 32° 30' 20" N., longitude 107° 32' 58" W., thence via the arc of a 16-mile circle centered on the Deming VOR to the N boundary of V-94, thence E along the N boundary of V-94 to the W boundary of V-19, thence N along the W boundary of V-19 to latitude 32°36'25" N., thence to latitude 32°30'45" N., longitude 106°42'00" W., thence S along the W boundary of R-5107A and R-5107B to the arc of a 30-mile radius circle centered on the El Paso, Tex., International Airport (latitude 31° 48' 35" N., longitude 106° 22' 55" W.), thence counterclockwise along the 30-mile radius arc to the point of beginning; and that airspace extending upward from 8,500 feet MSL bounded on the W by the E boundary of V-110, on the N by a line extending from the E boundary of V-110 through latitude 32°44'45 N., longitude 107°20'50" W, and latitude 32°41'50" N., longitude 107°06'20" W., to the W boundary of V-19, on the E by V-19, and on the S and SW by V-94 and the arc of a 16-mile radius circle centered on the Deming VOR.

AMENDMENTS 9/17/64 29 F.R. 10501 (Changed)

Detroit, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the Ford RBN, excluding the portion within the Grosse Ile, Mich., control zone; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41° 45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian border at latitude 41°45'30" N., longitude 82°51' 00" W.

Detroit City, Mich.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 143° and 323° bearings from the Detroit City RBN, extending from 6 miles NW of the approach end of the Detroit City Airport Runway 15 to 8 miles NW of the RBN, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 343° radial, extending from 4 miles north to 14 miles north of the Detroit City Airport (latitude 42°24' 35° N., longitude 83°00'35" W.), excluding the portion within the Detroit, Mich. (Detroit City Airport), control zone.

PENDING AMENDMENT
Detroit City, Mich.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 143° and 323° bearings from the Madison Heights, Mich., RBN, extending from 6 miles NW of the approach end of the Detroit City Airport Runway 15 to 8 miles NW of the RBN, and within 2 miles each side of the Windsor, Ontario, Canada, VOR 320° radial, extending from 4 miles NW to 14 miles NW of the Detroit City Airport.

AMENDMENTS 11/19/64 29 F. R. 14982 (Rewritten)

Dickinson, N. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dickinson Municipal Airport (latitude 46° 47' 45" N., longitude 102° 48' 00" W.), within 3 miles W and 1 mile E of the Dickinson VORTAC 002° radial, extending from the 5-mile radius area to 6 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles W and 5 miles E of the Dickinson VORTAC 002° and 182° radials, extending from 8 miles S to 11 miles N of the VORTAC, and within 8 miles W and 5 miles E of the Dickinson VORTAC 013° and 193° radials, extending from 4 miles S to 13 miles N of the VORTAC.

Dierks, Ark.
That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Texarkana, Ark., VORTAC 355° radial, extending from 10 miles N to 22 miles S of the INT of the Page, Okla., VOR 144° and the Texarkana VORTAC 355° radials.

Douglas, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VOR 302° radial, extending from the VOR to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 8 miles NE of the Douglas VOR 302° and 122° radials, extending from 20 miles NW to 10 miles SE of the VOR, excluding the portion within R-2303 and the portion outside the United States.

AMENDMENTS 2/6/64 28 F. R. 13438 (Added);

Douglas, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Douglas VOR 167° and 347° radials, extending from 20 miles S to 9 miles N of the VOR.

Dublin, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dublin Municipal Airport (latitude 32°33'55" N., longitude 82°59'10" W.); within 2 miles each side of the Dublin VOR 071° radial, extending from the 5-mile radius area of the VOR.

AMENDMENTS 5/28/64 29 F.R. 3651 (Added)

Dubois, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dubois Municipal Airport (latitude 44° 09' 45" N., longitude 112° 12' 50" W.), and within 2 miles each side of the Dubois VOR 354° radial, extending from the 5-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 7 miles W of the Dubois VOR 170° and 350° radials, extending from 10 miles N to 20 miles S of the VOR.

AMENDMENTS 4/2/64 29 F.R. 557 (Added);

DuBois, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the DuBois-Jefferson County Airport (latitude 41°10'45" N., longitude 78°53'45" W.), and within 2 miles each side of the DuBois RBN 056° bearing, extending from the 6-mile radius area to 8 miles NE of the RBN.

AMENDMENTS 5/28/64 29 F.R. 4853 (Rewritten) Amend. Alt. 29 F. R. 5787

Dubuque, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.), and within 8 miles NE and 5 miles SW of the Dubuque VOR 159° and 339° radials, extending from 6 miles NW to 14 miles SE of the VOR.

Duncan, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Halliburton Field (latitude 34° 28' 30" N., longitude 97° 57' 30" W.), and within 2 miles each side of the Duncan VOR 157° and 337° radials, extending from the 5-mile radius area to 7 miles SE of the VOR.
4/30/64 29 F. R. 132 (Added);

Durango, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the 298° and 118° bearings from the La Plata Airport, Durango, Colo. (Lat. 37°09'15" N, Long. 107°45'00" W), extending from 20 miles SE to 9 miles NW of the airport.

PENDING AMENDMENT
Durango, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of La Plata Field (latitude 37°09'15" N., longitude 107°45'00" W.), and within 2 miles SW and 3 miles NE of the Durango VOR 118° radial, extending from the 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface, within 9 miles SW and 6 miles NE of the Durango VOR 298° and 118° radials, extending from 7 miles NW to 14 miles SE of the VOR.

AMENDMENTS 12/10/64 29 FR 14358 (Rewritten)

Eglin AFB, Fla.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'55" W.) and within a 7-mile radius of Hurlburt AFB, Fla. (latitude 30°25'40" N., longitude 86°41'20" W.); and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°22'05" N., longitude 86°56'20" W., thence along a 25-mile radius arc centered at NAAS Saufley Field, Pensacola, Fla. (latitude 30°28'15" N., longitude 87°20'30" W.) to latitude 30°35'35" N., longitude 86°56'40" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; to latitude 30°42'45" N., longitude 86°45'45" W.; to latitude 30°45'40" N., longitude 86°39'45" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'10" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 29°54'00" N., longitude 86°16'00" W.; to latitude 29°54'00" N., longitude 86°45'50" W.; to latitude 30°20'50" N., longitude 86°38'50" W. thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00" W.; to latitude 30°20'15" N., longitude 86°48'00" W.; to the point of beginning.

AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

El Centro, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Imperial VORTAC 088° and 268° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 5 miles E of the Imperial VORTAC 360° radial, extending from the VORTAC to 25 miles N of the VORTAC, excluding the portions within R-2510, R-2512, and the portion under the jurisdiction of Mexico.

AMENDMENTS 9/17/64 29 F.R. 8165 (Changed)

El Dorado, Ark.
That airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the El Dorado VORTAC 052° and 232° radials extending from the Goodwin Airport, El Dorado, Ark., to 18 miles NE of the VORTAC, excluding the airspace within Federal airways.

PENDING AMENDMENT
El Dorado, Ark.
That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the 052° bearing from the El Dorado RBN, extending from the RBN to 12 miles NE, and within 5 miles SE and 8 miles NW of the El Dorado VOR 059° radial, extending from the VOR to 12 miles NE; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 052° and 232° bearings from the El Dorado RBN, extending from 7 miles SW to 13 miles NE of the RBN, within 5 miles SE and 8 miles NW of the El Dorado VOR 059° and 239° radials, extending from 7 miles SW to 13 miles NE of the VOR, and within 5 miles each side of the 234° bearing from the El Dorado RBN extending from the RBN to 23 miles SW.

AMENDMENTS 1/7/65 29 F. R. 14918 (Rewritten)

Elizabeth City, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of CGAS Elizabeth City (latitude 36°15'50" N., longitude 76°10'40" W.) and within 2 miles each side of the 127° bearing from the Weeksville RBN, extending from the 7-mile radius area to 8 miles SE of the RBN.

Elkland, Pa.
That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 11 miles SE of the Elmira, N. Y., VOR 252° radial, extending from 9 miles SW to 40 miles SW of the VOR, excluding the portions within the Slate Run, Pa., and the Stonyfork, Pa., transition areas.

Ellensburg, Wash.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC, and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.

El Paso, Tex.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman, Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°47'00" N., longitude 106°53'30" W.; thence clockwise along the arc of a 30 mile radius circle centered at the El Paso International Airport; to latitude 32°12'55" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°19'15" N., longitude 106°01'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°33'20" N., longitude 105° 30'00" W.; to latitude 32°37'20" N., longitude 105°26'10" W.; to latitude 32°50'55" N., longitude 105°14'45" W.; to latitude 32°40'40" N., longitude 104°58'10" W.; to latitude 32°26'30" N., longitude 105°10'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°05'45" N., longitude 104°48'00" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport; to latitude 31°16'30" N., longitude 104°53'40" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25' 40" N., longitude 105°33'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°30'40" N., longitude 106°00'30" W.; thence clockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°25'30" N., longitude 106°08'30" W.; thence via the United States/ Mexican Border to point of beginning.; and that airspace extending upward from 2,000 feet above the surface bounded by a line beginning at latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°10'30" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°09'15" N., longitude 105°47'20" W.; to latitude 32°19'15" N., longitude 106° 01'00" W.; to latitude 32°06'30" N., longitude 106°13'40" W.; to latitude 32°06'30" N., longitude 106°34'00" W.; to point of beginning; within the area bounded by a line beginning at latitude 32°00'50" N., longitude 105°17'00" W.; to latitude 32°19'15" N., longitude 105°17'00" W.; to latitude 32°26'30" N., longitude 105° 10'00" W.; to latitude 32°35'30" N., longitude 105°02'35" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 32°05'45" N., longitude 104°48'00" W.; to point of beginning; and within the area bounded by a line beginning at latitude 31°25'30" N., longitude 106°08'30" W.; thence counterclockwise along the arc of a 30-mile radius circle centered at the El Paso International Airport; to latitude 31°30'40" N., longitude 106°00'30" W.; to latitude 31°30'20" N., longitude 105°42'15" W.; to latitude 31°25'40" N., longitude 105°33'30" W.; to latitude 31°26'20" N., longitude 105°22'15" W.; to latitude 31°25'40" N., longitude 105°14'40" W.; to latitude 31°16'30" N., longitude 104°53'40" W.; thence clockwise along the arc of a 95-mile radius circle centered at the El Paso International Airport to latitude 30°48'15" N., longitude 105°16'35" W.; thence via the United States/Mexican Border to point of beginning. The portions within R-5103A, R-5106 and R-5107A shall be used only after obtaining prior approval from appropriate authority.

Emporia, Kans.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Emporia VORTAC 134° radial extending from the arc of a 5-mile radius circle centered on the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.) to 8 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Emporia VORTAC 134° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Erie, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Port Erie Airport (latitude 42° 04' 56" N., longitude 80° 10' 44" W.); within 5 miles NW, and 8 miles SE of the Erie ILS localizer SW course, extending from the ILS OM to 12 miles SW of the Erie VORTAC; and within 2 miles each side of the Erie RBN 054° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 42° 14' 00" N., longitude 80° 41' 00" W.; to latitude 42° 37' 00" N., longitude 79° 15' 00" W.; to latitude 42° 32' 00" N., longitude 78° 52' 00" W.; to latitude 42° 11' 30" N., longitude 78°52'00" W.; to latitude 42°10'00" N., longitude 78°57'00" W.; to the N boundary of V-72 at longitude 78°57'00" W.; thence via the N boundary of V-72 and V-188, and the SW boundary of V-184 to the arc of a 15-mile radius circle centered on the Erie VORTAC; thence clockwise along this arc to latitude 41° 48' 10" N., longitude 80° 17' 35" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W.; to the point of beginning.

AMENDMENTS 3/5/64 29 F.R. 132 (Added); 9/17/64 29 F.R. 11114 (Changed);

Escanaba, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Escanaba Municipal Airport (Lat. 45°43'25" N, Long. 37°05'40" W) within 2 miles either side of the 265° bearing from the Escanaba Municipal Airport, extending from the 5-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the 085° and 265° bearings from the Escanaba Municipal Airport, extending from 7 miles E to 14 miles W of the airport.

Essex, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 12 miles N of the Needles, Calif., VORTAC 272° radial, extending from 10 miles W to 22 miles E of the INT of the Needles VORTAC 272° and the Goffs, Calif., VOR 205° radials.

Eugene, Oreg.
That airspace extending upward from 700 feet above the surface within 3 miles each side of the Eugene VORTAC 004° radial, extending from the arc of a 5-mile radius circle centered on Mahlon-Sweet Field, Eugene, Oreg. (latitude 44° 07' 25" N., longitude 123° 13' 05" W.) to 13 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles each side of the Eugene VORTAC 008° and 188° radials, extending from 20 miles N to 8 miles S of the VORTAC; within 5 miles S and 10 miles N of the Eugene VORTAC 271° radial, extending from the VORTAC to V-27, and that airspace bounded on the W by V-287, on the SE by V-121, and on the NE by V-23W, excluding the portion within the Kings Valley, Oreg., transition area.

AMENDMENTS 2/6/64 28 F. R. 13358 (Added)

Eveleth, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Eveleth-Virginia Municipal Airport (latitude 47°25'35" N., longitude 92°29'50"W.), and within 5 miles S and 8 miles N of the Eveleth VOR 092° radial, extending from the VOR to 13 miles E of the VOR.

AMENDMENTS 7/23/64 29 F. R. 7419 (Added)

Evergreen, Ala.
That airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Evergreen, Alabama. VOR.

AMENDMENTS 11/12/64 29 F.R. 12551 (Rewritten);

Fairbanks, Alaska.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 64°49'40" N., longitude 147°34'00" W.; within a 7-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.), and within 2 miles each side of the Eielson VOR 122° radial, extending from the 7-mile radius area to 7 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.) extending clockwise from the S boundary of G-7, W of Fairbanks, to the 155° bearing from Wainwright AAF, within a 70-mile radius of Wainwright AAF, extending clockwise from the 155° bearing from Wainwright AAF to the S boundary of G-7, W of Fairbanks, and within 20 miles N and 26 miles S of the Nenana, Alaska, VORTAC 285° radial, extending from the VORTAC to 46 miles NW of the VORTAC and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the Fairbanks RR. The airspace outside the United States, the airspace 14,500 MSL or above less than 1,500 feet above the surface, the airspace within Federal airways above 14,500 feet MSL, and the airspace within the Bettles, Alaska, and Minchumina, Alaska control area extensions, and the airspace within R-2206 is excluded.

AMENDMENTS 4/30/64 29 F.R. 3150 (Changed)

Fallon, Nev.
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the NAAS Fallon TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within 11 miles NW and 7 miles SE of the Hazen, Nev., VOR 061° and 241° radials, extending from 5 miles SW to 30 miles NE of the VOR, excluding the portion W of longitude 119°00'00" W.; within 5 miles each side of the NAAS Fallon TACAN 039° radial, extending from the TACAN to 30 miles NE of the TACAN; within 12 miles SW and 10 miles NE of the Fallon TACAN 139° and 319° radials, extending from 10 miles NW to 23 miles SE of the TACAN; within a 20-mile radius of the Fallon TACAN extending clockwise from the TACAN 050° to the 110° radials; and that airspace extending upward from 9,500 feet MSL within 12 miles SW and 10 miles NE of the NAAS Fallon TACAN 139° radial, extending from 23 miles to 44 miles SE of the TACAN. The portions within R-4803, R-4804 and R-4810 shall be used only after obtaining prior approval from appropriate authority.

Farewell, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Farmington, N. Mex.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), and that airspace within 2 miles each side of the Farmington VORTAC 094° radial, extending from the 11-mile radius area to 8 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 8 miles S of the Farmington VORTAC 094° radial, extending from the 11-mile radius area to 13 miles E of the VORTAC, and that airspace within 5 miles each side of the Farmington VORTAC 257° radial, extending from the 11-mile radius area to 17 miles W of the VORTAC.

AMENDMENTS 6/25/64 29 F.R. 5456 (Rewritten)

Fayetteville, Ark.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35° 54' 30" N., longitude 94° 19' 00" W.; to latitude 36° 14' 00" N., longitude 94° 15' 00" W.; to latitude 36° 14' 00" N., longitude 94° 01' 30" W.; to latitude 35° 53' 30" N., longitude 94° 04' 30" W.; to point of beginning; within a 5-mile radius of Rogers Municipal Airport, Rogers, Ark. (latitude 36° 22' 10" N., longitude 94° 06' 25" W.); within 2 miles each side of the Fayetteville VOR 005° and 185° radials, extending from the 5-mile radius area to latitude 36° 14' 00" N.; and within 2 miles each side of the Rogers RBN 003° bearing, extending from the 5-mile radius area to 8 miles N of the RBN; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 35° 43' 00" N., longitude 94° 20' 00" W.; to latitude 36° 12' 00" N., longitude 94° 28' 00" W.; to latitude 36° 38' 00" N., longitude 94° 14' 00" W.; to latitude 36° 37' 30" N., longitude 93° 57' 00" W.; to latitude 35° 58' 00" N., longitude 93° 58' 30" W.; to latitude 35° 42' 00" N., longitude 94° 09' 00" W.; to point of beginning.

Fillmore, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the N and NE by VOR Federal airway No. 12, on the E by VOR Federal airway No. 107, on the S by VOR Federal airway No. 25, and on the W by VOR Federal airway No. 25 and VOR Federal airway No. 485.

Findlay, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Findlay Airport (latitude 41° 00' 55" N., longitude 83° 40' 15" W.); within 5 miles W and 8 miles E of the Findlay RBN 178° bearing, extending from the RBN to 12 miles S of the RBN; within 2 miles each side of the Findlay VOR 226° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from latitude 40° 51' 00" N., longitude 84° 00' 00" W.; to latitude 41° 18' 00" N., longitude 84° 07' 00" W.; to latitude 41° 11' 00" N., longitude 83° 19' 00" W.; to latitude 40° 50' 00" N., longitude 83° 30' 00" W.; to the point of beginning.
AMENDMENTS 4/2/64 29 F. R. 2307 (ADDED)

Five Finger, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles W and 7 miles E of the 170° and 350° bearings from the Five Finger RBN, extending from 13 miles N to 12 miles S of the RBN.

Flint, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR. and within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 42°46'00" N., on the east by the east boundary of V-42 east and longitude 83°30'00" W , on the north by latitude 43°16'00" N., and on the west by longitude 84°05'00" W.

PENDING AMENDMENT
Flippin, Ark.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'20" W.). and within 2 miles each side of the Flippin VOR 086° radial extending from the 8-mile radius area to 8 miles E of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Flippin VOR 266° and 086° radials extending from 7 miles W to 13 miles E of the VOR, and within 5 miles each side of the 360° bearing from the Flippin Municipal Airport (latitude 36°17'30"N., longitude 92°35'20" W.) extending from the airport to 12 miles N.

AMENDMENTS 1/7/65 29 F. R. 14524 (Added)

Fort Bridger, Wyo.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Fort Bridger VOR 079° and 259° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Fort Dodge, Iowa
That airspace extending upward from 700 feet above the surface within 10 miles SW and 7 miles NE of the Fort Dodge VOR 127° and 307° radials, extending from 15 miles SE to 13 miles NW of the VOR.

Fort Leonard Wood, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.), within 8 miles E and 5 miles W of the 148° bearing from the Forney AAF RBN, extending from the RBN to 12 miles SE, within 8 miles W and 5 miles E of the Forney AAF VOR 323° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface, within 5 miles each side of the following direct radials: Maples, Mo., VOR to Forney AAF VOR; Maples VOR to Forney RBN; Vichy, Mo., VORTAC to Forney VOR; Vichy VORTAC to Forney RBN, excluding that portion within the Vichy transition area.
AMENDMENTS 9/17/64 29 F.R. 9663 (Added)

PENDING AMENDMENT

Fort Polk, La.

That airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 340° and 160° bearings from the Polk RBn, extending from 12 miles SE to 12 miles NW of the RBn, excluding the portion within R-3804A.

AMENDMENTS 12/10/64 29 F. R. 14357 (Added)

Fort Rucker, Ala.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to V-7; thence S via V-7 to V-241; thence SW via V-241 to and clockwise along the arc of a 5-mile radius circle centered at latitude 31°03'00" N., longitude 86°19'33" W.; to latitude 31°03'00" N., longitude 86°24'30" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at the INT of the E boundary of V-115 and the S boundary of V-70; thence NE via V-70 to and counterclockwise along the arc of an 11-mile radius circle centered on the Eufaula, Ala., VOR to and SW along a line 6 miles E of and parallel to the centerline of V-241 to and clockwise along the arc of a 35-mile radius circle centered at latitude 31°14'55" N., longitude 85°46'20" W., to and along the W boundary of V-7W.; to and along the N boundary of V-22; to and along the E boundary of V-115; to the point of beginning; and within 12 miles W and 8 miles E of the Crestview, Fla., VOR 013° radial, extending from 22 miles N to 10 miles S of the INT of the Crestview VOR 013° and the Evergreen, Ala., VOR 114° radials, excluding the portion within R-2103.

AMENDMENTS 5/28/64 29 F.R. 3469 (Added)

Fort Stewart, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Liberty AAF (latitude 31°53'20" N., longitude 81°33'45" W.), and within 2 miles each side of the Liberty RBN 229° bearing extending from the 6-mile radius area to 8 miles SW of the RBN.

AMENDMENTS 4/30/64 29 F.R. 3293 (Added) Amend. Alt. 29 F. R. 5787

Fort Stockton, Tex.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Fort Stockton VORTAC 097° and 274° radials, extending from 20 miles E to 20 miles W of the VORTAC. The portion of this transition area within R-6306 shall be used only after obtaining prior approval from the appropriate authority.

Fort Yukon, Alaska

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N., longitude 145°15'10" W.), and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius area to 8 miles NE of the RBN; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 8 miles NW of the 062° and 242° bearings from the Fort Yukon RBN extending from 7 miles SW to 13 miles NE of the RBN.

Franklin, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Chess-Lamberton Airport, Franklin, Pa., (latitude 41° 22' 44" N., longitude 79° 51' 39" W.); within 2 miles each side of the Franklin VOR 001° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and within 2 miles each side of the 099° bearing from the Franklin RBN, extending from the 6-mile radius area to 8 miles E of the RBN.

Franklin, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Franklin Municipal Airport (latitude 36°41'50" N., longitude 76°54'15" W.), within 2 miles each side of the Franklin VOR 101° radial, extending from the 5-mile radius area to the VOR, and within 2 miles each side of the 083° bearing from the Franklin Municipal Airport, extending from the 5-mile radius area to 6 miles E of the airport.

AMENDMENTS 5/28/64 29 F.R. 4793 (Added)

Fresno, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36° 43' 55" N., longitude 119° 49' 05" W.), excluding the portion within the arc of a 5-mile radius circle centered on Fresno Air Terminal, within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN, within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to 13 miles SE of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36° 00' 00" N., longitude 119° 30' 00" W., to latitude 36° 00' 00" N., longitude 118° 45' 00" W., to latitude 36° 56' 00" N., longitude 119° 20' 00" W., to latitude 37° 04' 30" N., longitude 118° 59' 00" W., to latitude 37° 29' 00" N., longitude 119° 15' 00" W., to latitude 37° 02' 00" N., longitude 120° 18' 00" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., thence E along latitude 36° 37' 00" N., to the W boundary of V-23, thence along the W boundary of V-23 to longitude 119° 30' 00" W., thence S along longitude 119° 30' 00" W., to the point of beginning.

AMENDMENTS 2/6/64 28 F. R. 13396 (Added);

Gadsden, Ala.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Gadsden Municipal Airport (latitude 33° 58'30" N., longitude 86° 05' 20" W.) within 2 miles each side of the Gadsden VOR 233° radial, extending from the 8-mile radius area to 11 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Gadsden VOR 233° radial, extending from the VOR to 12 miles SW; and within 8 miles NW and 5 miles SE of the Gadsden VOR 042° radial, extending from the VOR to 18 miles NE.

AMENDMENTS 4/2/64 29 F. R. 1844 (ADDED)

PENDING AMENDMENT
Gage, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Gage Municipal Airport (latitude 36°17'45" N. longitude 99°46'30" W.); and that airspace extending upward from 1200 feet above the surface within 8 miles SW and 5 miles NE of the Gage VORTAC 118° and 298° radials, extending from 2 miles SE to 13 miles NW of the VORTAC; within 8 miles NW and 5 miles SE of the NE and SW courses of the Gage R.R., extending from the Gage Municipal Airport to 13 miles NE of the R.R.; and within 12 miles E and 10 miles W of the Gage VORTAC 180° radial, extending from the VORTAC to 11 miles S of the VORTAC.

AMENDMENTS 12/10/64 29 F. R. 14102 (Added)

GAINESVILLE, FLORIDA
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 221° bearing from latitude 29° 40' 03" N., longitude 82° 18' 07" W., extending from latitude 29° 40' 03" N., longitude 82° 18' 07" W., to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 56' 20" N., longitude 82° 15' 25" W., to latitude 29° 48' 40" N., longitude 82° 01' 10" W., to latitude 29° 21' 40" N., longitude 82° 21' 30" W., to latitude 29° 28' 50" N., longitude 82° 34' 50" W.. to the point of beginning.

AMENDMENTS 5/28/64 29 F. R. 1842 (ADDED)

Galena, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena TACAN 261° radial, extending from 11 miles to 12 miles W of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 32-mile radius of the Galena RR; and that airspace extending upward from 14,500 feet MSL within 14 miles SW and 22 miles NE of the Galena TACAN 128° radial, extending from the 32-mile radius area to 75 miles SE of the TACAN. The portion of this transition area with a floor of 14,500 feet MSL is excluded from Federal airways.

AMENDMENTS 6/25/64 29 F. R. 5388 (Rewritten); On Publ. 11/4/64 29 F. R. 14918 (Changed);

Galesburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Galesburg Municipal Airport (latitude 40° 56' 30" N., longitude 90° 25' 50" W.), and within 2 miles each side of the 025° bearing from the Galesburg Municipal Airport extending from the 5-mile radius area to 8 miles NE of the airport.
4/30/64 28 F. R. 13864 (Added);

Gallup, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of McKinley County Airport, Gallup, N. Mex. (latitude 35°30'35" N., longitude 108°47'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°20'30" N., longitude 108°58'30" W., to latitude 35°31'30" N., longitude 109°02'30" W., to latitude 35°50'30" N., longitude 108°44'30" W., to latitude 35°47'30" N., longitude 108°34'00" W., to latitude 35°25'00" N., longitude 108°38'30" W., thence to the point of beginning.

Garrison, Mont.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Drummond, Mont., VOR 091° radial, extending from 9 miles W to 20 miles E of the INT of the Drummond VOR 091° and the Butte, Mont., VOR 002° radials.

Gila Bend, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Gila Bend VORTAC 262° and 082° radials, extending from 9 miles E to 20 miles W of the VORTAC, excluding the portions within R-2301 and R-2305.

PENDING AMENDMENT
The Gila Bend, Ariz. transition area is revoked. 12/10/64 29 F.R. 14104 (Revoked)

Glasgow, Mont.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Glasgow AFB (Lat. 48°25'00" N, Long. 106°31'40" W); that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Glasgow Municipal Airport (Lat. 48°13'00" N, Long. 106°36'45" W), and within 2 miles either side of 267° and 307° bearings from the airport extending from the 5-mile radius area to 9 miles W and NW of the airport. The portion of this transition area within R-4601 will be used only after obtaining prior approval from appropriate authority.

Glens Falls, N. Y.
That airspace extending upward from 1,200 feet above the surface within 12 miles either side of the Glens Falls VORTAC 006° and 186° radials, extending from V 490 on the S to Lat. 44°00'00" N on the N, excluding the airspace within Federal airways and the Rutland, Vt., control area extension.

Gorman, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45' 00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Graham, Tenn.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Graham VOR 253° and 073° radials, extending from 9 miles NE to 20 miles SW of the VOR.

Grand Isle, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (latitude 29° 15' 45" N., longitude 89° 57' 40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN.

Grand Junction, Colo.
That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles from the VORTAC, and within 5 miles each side of the Grand Junction ILS localizer NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial.

Grand Rapids, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Kent County airport. Grand Rapids, Mich. (latitude 42°52'45" N., longitude 85°30'30" W.), within 2 miles each side of the Grand Rapids ILS W course, extending from the 7-mile radius to 16 miles W of the Kent County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line 6 miles N of and parallel to the centerline of V-216 E of the Muskegon, Mich., VORTAC, and on the W, S and E by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43° 10' 16" N., longitude 86° 14' 09" W.), and a line beginning at latitude 42° 54' 35" N., longitude 86° 13' 00" W., extending to latitude 42° 45' 25" N., longitude 86° 23' 40" W.; to latitude 42° 35' 00" N., longitude 86° 17' 30" W.; to latitude 42° 35' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 86° 00' 00" W.; to latitude 42° 38' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 15' 00" W.; to latitude 43° 16' 00" N., longitude 85° 02' 00" W.; to latitude 43° 27' 00" N., longitude 85° 02' 00" W.

AMENDMENTS Eff. immed. 7/14/64 29 F.R. 9788 (Changed)

PENDING AMENDMENT

Grand Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.); within 5 miles W and 8 miles E of the Grand Rapids VOR 168° radial, extending from the VOR to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4 nmi each side of a direct radial between the Grand Rapids VOR and the Hibbing, Minn., VOR, excluding that airspace within the Hibbing transition area.

AMENDMENTS 12/10/64 29 F. R. 14436 (Added)

Grantsburg, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Grantsburg VOR 197° and 017° radials, extending from 9 miles S to 20 miles N of the VOR.

Great Bend, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Great Bend Municipal Airport (latitude 38°20'50" N., longitude 98°52'00" W.), and within 2 miles each side of the 305° bearing from the Gread Bend Municipal Airport, extending from the 7-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 305° bearing from Great Bend Municipal Airport, extending from the airport to 14 miles NW of the airport.

AMENDMENTS 8/20/64 29 F.R. 7818 (Added)

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44° 29' 15" N., longitude 88° 07' 45" W.); within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the Green Bay ILS localizer SW course, extending from the 6-mile radius area to 8 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44° 32' 00" N., longitude 87° 46' 20" W., thence E to latitude 44° 32' 00" N., longitude 87° 27' 00" W., thence S along longitude 87° 27' 00" W., to latitude 44° 08' 00" N., thence SW to latitude 44° 02' 00" N., longitude 87° 40' 00" W., thence W along latitude 44° 02' 00" N., to the W boundary of V-217, thence NW along the W boundary of V-217 to latitude 44° 12' 00" N., thence W along latitude 44° 12' 00" N., to longitude 88° 25' 30" W., thence counterclockwise along the arc of a 16-mile radius circle centered on the Winnebago County Airport, Oshkosh, Wis. (latitude 43° 59' 20" N., longitude 88° 33' 15" W.) to longitude 88° 37' 00" W., thence N along longitude 88° 37' 00" N., to latitude 44° 27' 30" N., thence NE to latitude 44° 31' 20" N., longitude 88° 29' 55" W., thence clockwise via the arc of an 18-mile radius circle centered on the Austin-Straubel Airport to the point of beginning.

Greene, N. Y.
That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Georgetown, N. Y., VOR 169° radial, extending from 12 miles S to 44 miles S of the VOR, excluding the airspace within Federal airways.

Greenville, Maine
That airspace extending upward from 1,200 feet above the surface within 17 miles N and 18 miles S of the Millinocket, Maine, VOR 270° radial, extending from Long. 69°04'00" W to 69 miles W of the VOR.

Grosse Ile, Mich.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 209° bearing from the Grosse Ile RBN, extending from the RBN to 8 miles SW of the RBN, excluding the portion within the Grosse Ile, Mich., control zone.

Groton, Conn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Trumbull Airport, Groton, Conn., (latitude 41°19'50" N., longitude 72°02'50" W.), and within 2 miles each side of the 216° and 244° bearings from the Groton RBN, extending from the 8-mile radius area to 8 miles SW of the RBN.

AMENDMENTS 10/15/64 29 F.R. 11836 (Added)

Guam Island
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 13°46'35" N, longitude 144°51'15" E., thence clockwise along the arc of a 12-nmi radius circle centered on Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.), to latitude 13°23'50" N., longitude 145°01'00" E., thence to latitude 13°08'45" N., longitude 144°29'20" E., thence to latitude 13°29'45" N., longitude 144°18'30" E., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Agana VOR, excluding the portion within R-7201 and W-517.

AMENDMENTS 5/28/64 29 F.R. 4854 (Added)

Gulkana, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles either side of the 171° and 351° bearings from the Gulkana RR, extending from 13 miles N to 13 miles S of the RR.

Gunnison, Colo.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Gunnison VORTAC 264° and 084° radials, extending from 20 miles W to 9 miles E of the VORTAC, excluding the airspace within Federal airways.

Gustavus, Alaska
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VOR; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR, extending from 16 miles NW to 48 miles SE of the RR.

Guymon, Okla.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the 360° and 180° bearings from the Guyman Airport (Lat. 36°40'50" N, Long. 101°30'15" W), extending from 20 miles N to 9 miles S of the airport, excluding the airspace within Federal airways.

Hanksville, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Harrison, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harrison Municipal Airport (latitude 36° 15' 55" N., longitude 93° 09' 20" W.); within 2 miles each side of the Harrison VOR 316° radial, extending from the 5-mile radius area to 8 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the Harrison VOR 316° and 136° radials, extending from 13 miles NW to 7 miles SE of the VOR.

Hastings, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), and within 5 miles E and 8 miles W of the 338° bearing from Hastings Municipal Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 7 miles E and 5 miles W of the 158° bearing from Hastings Municipal Airport, extending from the arc of a 7-mile radius circle centered on Hastings Municipal Airport to 18 miles SE of the airport, and within 5 miles E and 8 miles W of the 338° bearing from Hastings Municipal Airport, extending from 12 miles NW of the airport to 20 miles NW of the airport.

AMENDMENTS 6/25/64 29 F.R. 5784 (Added)

Hattiesburg, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg Municipal Airport (latitude 31° 16' 00" N., longitude 89° 15' 15" W.); within 2 miles each side of the Hattiesburg VOR 154° radial, extending from the 5-mile radius area to the VOR; within 2 miles each side of the 315° bearing from the Hattiesburg Municipal Airport, extending from the 5-mile radius area to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR; within a 15-mile radius of the Laurel Municipal Airport, Laurel, Miss. (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); and within 5 miles each side of the Laurel VOR 150° radial, extending from the 15-mile and the 20-mile radius areas to 23 miles SE of the VOR, excluding the portion within R-4401.

Hawaiian Islands.
That airspace extending upward from 14,500 feet MSL within the area bounded by lines beginning at latitude 22°24'N., longitude 161°15' W., to latitude 23°53' N., longitude 159°30' W., to latitude 22°31' N., longitude 156°05' W., to latitude 21°47' N., longitude 155°32' W., to latitude 19°44' N., longitude 153°15' W., to latitude 18°20' N., longitude 153°32° W., to latitude 17°15' N., longitude 155°40' W., to latitude 19°43' N., longitude 158°00' W., to latitude 20°46' N., longitude 159°29' W., to latitude 21°18' N., longitude 159°32' W., to latitude 21°30' N., longitude 159°32' W., to latitude 21°30' N., longitude 161°00' W., to latitude 21°56' 30" N., longitude 161°20' W., to the point of beginning. The airspace within control area extensions, transition areas, Federal airways, R-3107, warning areas and the airspace less than 1,500 feet above the terrain are excluded.

AMENDMENTS 9/17/64 29 F.R. 9788 (Added)

Hays, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Hays Municipal Airport (latitude 38°51'00" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 176° bearing from Hays Municipal Airport, extending from the airport to 18 miles S of the airport.

AMENDMENTS 6/25/64 29 F.R. 5389 (Rewritten)

Hector, Calif.
That airspace extending upward from 1,200 feet above the surface within 7 miles S and 10 miles N of the Hector VORTAC 091° and 271° radials, extending from 7 miles W to 20 miles E of the VORTAC. The portion within R-2501 shall be used only after obtaining prior approval from appropriate authority.

Hibbing, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Chisholm-Hibbing County Airport (latitude 47°23'20" N., longitude 92°50'25" W.), and extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Hibbing VOR 135° and 315° radials, extending from 8 miles NW to 13 miles SE of the VOR.

PENDING AMENDMENT
Hibbing, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chisholm-Hibbing Airport (latitude 47°23'20" N., longitude 92°50'25" W.); within 5 miles NW and 8 miles SE of the 210° bearing from Chisholm-Hibbing Airport, extending from the airport to 12 miles SW of the airport; within 2 miles each side of the 060° bearing from Chisholm-Hibbing Airport, extending from the 7-mile radius area to 14 miles NE of the airport; within 2 miles each side of the Hibbing VOR 313° radial, extending from the 7-mile radius area to 8 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Hibbing VOR 133° and 313° radials, extending from 8 miles NW to 13 miles SE of the VOR; within 8 miles NW and 5 miles SE of the 060° bearing from Chisholm-Hibbing Airport, extending from the airport to 18 miles NE of the airport; and within 5 miles NE and 8 miles SW of the Hibbing VOR 313° radial, extending from 12 miles NW of the intersection of the Hibbing VOR 313° and the Eveleth VOR 273° radials to 8 miles NW of the VOR.

AMENDMENTS 12/10/64 29 F.R. 14167 (Rewritten)

Hilo, Hawaii
That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Hilo VOR, extending from the arc of a 7-mile radius circle centered on General Lyman Airport clockwise from a line 3 miles SW of and parallel to the Hilo VOR 334° radial to a line 5 miles S of and parallel to the Hilo VOR 121° radial, and within 10 miles NW and 7 miles SE of the Hilo VOR 034° radial, extending from the 30-mile radius area to 53 miles NE of the VOR.

Hobart, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hobart Municipal Airport; within 5 miles W and 8 miles E of the Hobart VOR 003° and 183° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Clinton-Sherman AFB; within 5 miles W and 8 miles E of the Clinton-Sherman VOR 360° and 180° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Altus AFB; within 5 miles W and 8 miles E of the 360° and 180° bearings from the Altus RBN, extending from 5 miles N to 12 miles S of the RBN; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 08' 00" N., longitude 99° 05' 00" W.; to latitude 34° 15' 00" N., longitude 99° 30' 00" W.; to latitude 34° 40' 00" N., longitude 99° 59' 00" W.; to latitude 35° 20' 00" N., longitude 99° 54' 00" W.; to latitude 35° 50' 00" N., longitude 99° 43' 00" W.; to latitude 35° 44' 00" N., longitude 99° 03' 00" W.; to latitude 34° 58' 00" N., longitude 98° 33' 00" W.; to latitude 34° 42' 00" N., longitude 98° 46' 00" W.; to latitude 34° 21' 00" N., longitude 98° 46' 00" W.; to point of beginning; and that airspace extending upward from 8,000 feet MSL bounded by a line beginning at latitude 34° 40' 00" N., longitude 99° 59' 00" W.; thence W via latitude 34° 40' 00" N., to and counterclockwise along the arc of a 20-mile radius circle centered at the Childress, Tex., Municipal Airport (latitude 34° 25' 55" N., longitude 100° 17' 45" W.) to longitude 100° 27' 00" W.; to latitude 35° 00' 00" N., longitude 100° 32' 00" W.; to latitude 35° 20' 00" N. longitude 100° 00' 00" W.; to latitude 35° 54' 00" N., longitude 100° 18' 00" W.; to latitude 35° 50' 00" N., longitude 99° 43' 00" W.; to latitude 35° 20' 00" N., longitude 99° 54' 00" W.; to point of beginning. The portion of the transition area extending upward from 8,000 feet MSL is excluded from Federal airways.

AMENDMENTS 4/2/64 29 F.R. 556 (Added);
PENDING AMENDMENT
Hobart, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hobart Municipal Airport; within 5 miles W and 8 miles E of the Hobart VOR 003° and 183° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Clinton-Sherman AFB; within 5 miles W and 8 miles E of the Clinton-Sherman VOR 360° and 180° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Altus AFB; within 5 miles W and 8 miles E of the 360° and 180° bearings from the Altus RBN, extending from 24 miles N to 12 miles S of the RBN; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°08'00" N., longitude 99°05'00" W.; to latitude 34°15'00" N., longitude 99°30'00" W.; to latitude 34°40'00" N., longitude 99°59'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°44'00" N., longitude 99°03'00" W.; to latitude 34°58'00" N., longitude 98°33'00" W.; to latitude 34°42'00" N., longitude 98°46'00" W.; to latitude 34°21'00" N., longitude 98°46'00" W.; to point of beginning; and that airspace extending upward from 8,000 feet MSL bounded by a line beginning at latitude 34°40'00" N., longitude 99°59'00" W.; thence W via latitude 34°40'00" N., to and counterclockwise along the arc of a 20-mile radius circle centered at the Childress, Tex., Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) to longitude 100°27'00" W.; to latitude 35°00'00" N., longitude 100°32'00" W.; to latitude 35°20'00" N., longitude 100°00'00" W.; to latitude 35°54'00" N., longitude 100°18'00" W.; to latitude 35°50'00" N., longitude 99°43'00" W.; to latitude 35°20'00" N., longitude 99°54'00" W.; to point of beginning. The portion of the transition area extending upward from 8,000 feet MSL is excluded from Federal airways. 12/10/64 29 F.R. 13799 (Rewritten)

Hobbs, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.), and within 5 miles NW and 8 miles SE of the Hobbs VOR 219° radial, extending from the VOR to 12 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°42'00" N., longitude 102°56'00" W., to latitude 32°26'30" N., longitude 102°35'00" W., to latitude 32°19'35" N., longitude 102°55'10" W., to latitude 32°26'00 N., longitude 103°21'00" W., to latitude 32°33'00" N., longitude 103°29'00" W., to latitude 32°53'00" N., longitude 103°15'00" W., to latitude 32°55'00" N., longitude 103°03'00" W., to latitude 32°49'00" N., longitude 102° 55'00" W., to point of beginning.

AMENDMENTS 10/15/64 29 F.R. 12260 (Rewritten);

Homer, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles N and 9 miles S of the 265° bearing from the Homer RR, extending from the RR to 50 miles W.

Honolulu, Hawaii.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Barber's Point (latitude 21°18'35" N., longitude 158°04'30" W.) and the airspace S and SW of Honolulu beginning at latitude 21°20'35" N., longitude 157°51'05" W., thence S to latitude 21°15'30" N., longitude 157°49'15" W., thence SW to latitude 21°09'50" N., longitude 158°09'50" W., thence NW to latitude 21°11'25" N., longitude 158°10' 50" W., thence NE via a line 4 miles SE of and parallel to the Honolulu VORTAC 242° radial to its INT with a 7-mile radius circle centered on NAS Barber's Point, thence counterclockwise via the arc of this 7-mile radius circle to and counterclockwise via the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°09'00" N., longitude 158°24'45" W. to latitude 21°15'00" N., longitude 157°31'45" W., thence W to latitude 21°15'00" N., longitude 157°36'30" W., thence within a 25-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°15'00" N., longitude 157°36'30" W. to latitude 21°10'10" N., longitude 158°20'30" W., thence W to point of beginning; that airspace S of Honolulu within 12 miles E and 8 miles W of the Honolulu VORTAC 180° radial, extending from the 25-mile radius area to 68 miles S of the VORTAC; that airspace W of Honolulu, extending from the 30-mile radius area bounded by a line beginning at latitude 21°24'15" N., longitude 158°26'45" W., thence to latitude 21°42'05" N., longitude 158° 54'00" W., thence to latitude 21°13'30" N., longitude 159°04'50" W., thence to latitude 21°07'30" N., longitude 158°31'00" W., thence to latitude 21°09'00" N., longitude 158°24'45" W., excluding the portion within W-318, the portion below 4,000 feet MSL within W-322D and the portion within Kaneohe control zone and Kaneohe, Hawaii, transition area. The portions within R-3102, R-3106 and R-3109 shall be used only after obtaining prior approval from appropriate authority.

Hope, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Farmington, Minn., VOR 184° radial, extending from 22 miles S to 10 miles N of the INT of the Farmington VOR 184° and the Rochester, Minn., VOR 292° radials.

Hopkinsville, Ky.
That airspace extending upward from 1,200 feet above the surface within the area N and W of Campbell AAF bounded by a line beginning at
latitude 36°07'15" N., longitude 87°54'55" W.; to latitude 36°28'00" N., longitude 88°19'50" W.; to latitude 36°34'45" N., longitude 88°03'00" W.; to latitude 36°44'45" N., longitude 88°09'55" W.; to latitude 36°54'00" N., longitude 88°42'15" W.; to latitude 36°59'40" N., longitude 88°36'15" W.; to latitude 37°00'40" N., longitude 88°32'20" W.; to latitude 36°53'20" N., longitude 88°07'05" W.; to latitude 37°13'30" N., longitude 87°38'25" W.; to latitude 37°18'10" N., longitude 87°18'50" W.; to latitude 36°59'45" N., longitude 87°09'30" W.; to latitude 36°59'20" N., longitude 87°33'30" W.; thence counterclockwise along the arc of a 25-mile-radius circle centered at
latitude 36°37'27" N., longitude 87°32'59" W., to latitude 36°16'25" N., longitude 87°40'00" W.; to latitude 36°07'15" N., longitude 87°51'00" W.; to the point of beginning; and within the area SE of Campbell AAF bounded by a line extending from latitude 36°25'50" N., longitude 87°00'30" W.; to
latitude 36°15'15" N., longitude 87°10'20" W.; to latitude 36°17'45" N., longitude 87°23'15" W., to the point of beginning.

AMENDMENTS 9/17/64 29 F.R. 11114 (Rewritten)

Houghton, Mich.
That airspace extending upward from 700 feet above the surface within 5 miles SE and 8 miles NW of the Houghton VOR 060° radial extending from the VOR to 12 miles NE;and that airspace extending upward from 1,200 feet above the surface, within a 12-mile radius of the Houghton VOR; within 5 miles NW and 8 miles SE of the 020° bearing from the Houghton RBN, extending from the 12-mile radius area to 14 miles NE of the RBN; and within 8 miles NE and 5 miles SW of the Houghton VOR 135° radial, extending from the 12-mile radius area to 14 miles SE of the VOR.

AMENDMENTS 9/17/64 29 F.R. 9892 (Added)

Houma, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Houma Municipal Airport (latitude 29° 34' 10" N., longitude 90° 39' 40" W.), and within 2 miles each side of the Tibby, La., VOR 123° radial, extending from the 5-mile radius area to the VOR.

Hugo, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Hugo VOR 113° and 293° radials, extending from 20 miles SE to 9 miles NW of the VOR.

Idaho Falls, Idaho
That airspace extending upward from 700 feet above the surface within 8 miles NW and 5 miles SE of the Idaho Falls VOR 030° and 223° radials, extending from 12 miles SW to 12 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the east by longitude 111°45'00" W., and a line 9 miles E of and parallel to the Idaho Falls VOR 033° and 213° radials, on the S by latitude 43°17'00" N., on the W by the E boundary of V-257 and on the N by a line extending from latitude 43°52'30" N., longitude 112°10'50" W., to latitude 43°45'00" N., longitude 112°06'00" W., to latitude 43°45'00" N., longitude 111°45'00" W., excluding the portion within the Dubois, Idaho, transition area.

AMENDMENTS 4/30/64 29 F.R. 3000 (Added)

Iliamna, Alaska
That airspace extending upward from 1,200 feet above the surface within 6 miles W and 8 miles E of the 016° and 196° bearings from the Iliamna RR, extending from 7 miles N to 13 miles S of the RR.

PENDING AMENDMENT
Independence, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Independence Municipal Airport (latitude 37°09'30" N., longitude 95°46'30" W.), and within 8 miles NE and 5 miles SW of the 157° bearing from the Independence Municipal Airport extending from the Airport to a point 12 miles SE.

AMENDMENTS 1/7/65 29 F. R. 14983 (Rewritten)

Indianapolis, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Weir Cook Municipal Airport, Indianapolis, Ind. (latitude 39°43'35" N., longitude 86°17'05" W.); within 8 miles SE and 5 miles NW of the Indianapolis ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°07'00" N., longitude 87°23'00" W.; to latitude 40°07'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 86°00'00" W.; to latitude 40°00'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 85°30'00" W.; to latitude 39°30'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 86°06'00" W.; to latitude 38°57'00" N., longitude 88°00'00" W.; to longitude 88°00'00" W., and the N boundary of V-50; thence to point of beginning.

AMENDMENTS 10/15/64 29 F.R. 11527 (Changed)

International Falls, Minn.
That airspace within the United States extending upward from 1,200 feet above the surface within an 8-mile radius of the Falls International Airport, International Falls, Minn; within 8 miles NE and 5 miles SW of the International Falls VOR 133° radial, extending from the 8-mile radius area to 14 miles SE of the VOR, and within 8 miles SW of the International Falls VOR 317° radial, extending from the 8-mile radius area to the United States/Canadian border.

Iowa City, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (latitude 41° 38' 25" N., longitude 91° 32' 50" W.), and within 2 miles each side of the Iowa City VOR 024° radial, extending from the 6-mile radius area to the VOR.

AMENDMENTS 4/2/64 29 F. R. 1841 (Added)

Jackson, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the west by longitude 84°50'00" W., on the north by latitude 42°30'00" N., on the east by longitude 84°05'00" W., and on the south by a line beginning at latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00 N., longitude 84°46'00" W., to latitude 41°41'00" N., longitude 84°16'00" W., to latitude 41°45'00" N., longitude 84°11' 45" W., to latitude 41°45'05" N., longitude 84°05'00" W.

Jackson, Tenn.
That airspace extending upward from 1,200 feet above the surface, bounded on the N by V-140 S, on the E by V-16 N, on the S by V-16, and on the W by V-11 E.

PENDING AMENDMENT
Jackson, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); and the airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 022° and 202° bearings from the Martin RBN extending to 12 miles SW and 5 miles NE of the RBN; within 5 miles each side of the 218° bearing from the Martin RBN extending from the RBN to 17 miles SW; including that airspace bounded on the N by V-140S, on the E by V-16N, on the S by V-16, and on the W by V-11E.
AMENDMENTS 1/7/65 29 F. R. 14918 (Rewritten)

Jacksonville, Fla.
That airspace E of Jacksonville, Fla., extending upward from 2,000 feet above the surface bounded on the E by the Savannah, Ga., VORTAC 175° radial, the Daytona Beach, Fla., 005° radial and a line 4 nmi E of and parallel to the Daytona Beach VOR 360° radial, on the SW, W and NW by the Jacksonville control area extension and V-3 E alternate, excluding the portion within Control 1153.

AMENDMENTS 9/17/64 29 F.R. 11113 (Rewritten)

Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Jamestown Municipal Airport (latitude 42° 09' 10" N., longitude 79° 15' 30" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles NE of the VOR; and within 2 miles each side of the 060° bearing from the Jamestown Municipal Airport, extending from the 7-mile radius area to 12 miles NE of the airport.

3/5/64 29 F. R. 132 (Added);

Janesville, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville (latitude 42°37'12" N., longitude 89°02'25" W.), and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR.

Jefferson, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ashtabula-Jefferson Airport (latitude 41° 45' 00" N., longitude 80° 46' 00" W.), and within 5 miles NW and 8 miles SE of the Jefferson VORTAC 061° radial, extending from the VORTAC to 12 miles NE of the VORTAC.

Jonesboro, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.), and within 2 miles each side of the 056° bearing from the airport, extending from the 5-mile radius area to 8 miles NE of the airport.

Joplin, Mo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Joplin ILS localizer NW course, extending from the arc of a 5-mile radius circle centered at the Joplin Municipal Airport (latitude 37°09'00" N., longitude 94°29'50" W.) to 8 miles NW of the OM, and the airspace extending upward from 1,200 feet above the surface within 8 miles NE and 6 miles SW of the Joplin ILS localizer NW and SE courses, extending from 12 miles NW to 31 miles SE of the OM.

Junction, Tex.
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 330° radial, extending from the VOR to 13 miles NW; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Junction VOR 150° radial, extending from the VOR to 7 miles SE; and within 5 miles each side of the Junction VOR 150° radial, extending from 7 miles SE to 23 miles SE of the VOR.

Junction City, Ga.
That airspace extending upward from 1,200 feet above the surface within that area bounded on the E by the arc of a 35-mile radius circle centered on the Macon, Ga., VORTAC, on the SE by V-35 W alternate, on the S by V-70, on the W by V-97 and on the N by the arc of a 50-mile radius circle centered on the Atlanta Municipal Airport, (latitude 33°38'42" N., longitude 84°25'37" W.)

AMENDMENTS 7/23/64 29 F. R. 6437 (Added)

Juneau, Alaska

That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Coghlan Island, Alaska, RBN; that airspace NW of Juneau bounded on the E by B-79, on the NW by B-38, and on the SW by a line 19 miles NE of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RR, and that airspace S of Juneau, extending from the 20-mile radius area, bounded on the NE by B-79, and on the SW by B-38, excluding the portion within the Gustavus, Alaska, transition area.

Kahului, Hawaii

That airspace extending upward from 700 feet above the surface bounded on the SW by a line 2 miles SW of and parallel to the Maui VOR 331° radial, on the N by a 7-mile radius circle centered on the Kahului Airport (latitude 20° 54' 00" N., longitude 156° 26' 00" W.), on the SE by a line 2 miles SE of and parallel to the Maui VOR 061° radial, and on the S by the arc of a 5-mile radius circle centered on the Kahului Airport; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Kahului Airport, extending clockwise from V-6 NW of Kahului to V-6 NE of Kahului, and that airspace E of Kahului bounded on the N by a line 8 miles N of and parallel to the Maui VOR 080° radial on the S by V-6, extending from the 30-mile radius area to 45 miles E of the VOR.

AMENDMENTS 4/30/64 29 F. R. 2308 (ADDED)

Kailua, Kona, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kona Airport (latitude 19° 39' 00" N., longitude 156° 01' 00" W.) and within 2 miles each side of the 327° bearing from the airport, extending from the 5-mile radius area to 14 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 19° 34' 45" N., longitude 156° 01' 00" W., to latitude 19° 31' 45" N., longitude 156° 15' 00" W., to latitude 19° 48' 30" N., longitude 156° 23' 00" W., thence clockwise along the arc of a 26-mile radius circle centered on the Kona Airport to latitude 20° 01' 30" N., longitude 156° 00' 05" W., to latitude 19° 39' 50" N., longitude 155° 56' 30" W., thence clockwise along a 5-mile radius circle centered on Kona Airport to the point of beginning.

AMENDMENTS 2/6/64 28 F. R. 13359 (Rewritten);

Kaneohe, Hawaii.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°31'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 21°31'45" N., longitude 157°51'20" W., thence to latitude 22°00'45" N., longitude 157°56'00" W., thence clockwise via the arc of a 40-mile radius circle centered on the MCAS Kaneohe TACAN to V-12, thence SW along the NW boundary of V-12 to latitude 21°23'00" N., longitude 157°39'50" W.; thence to latitude 21°23'00" N., longitude 157°41'00" W.; thence counterclockwise via the arc of an 8-mile radius circle centered on MCAS Kaneohe to the point of beginning. The portion within R-3106 will be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Kansas City, Mo.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.), within 2 miles each side of the Riverside, Mo., VOR 018° radial and 2 miles west of the Kansas City ILS localizer N course, extending from the 10-mile radius area to 8 miles N of the OM; within a 5-mile radius of the East Kansas City Airport (latitude 39°00' 55" N., longitude 94°12'45" W.) and within 2 miles each side of the Blue Springs, Kans., VOR 311° radial, extending from the 5-mile radius area to 6 miles NW of the VOR; within an 8-mile radius of the Mid-Continent International Airport (latitude 39°18'05" N., longitude 94°43'36" W.) and within 2 miles each side of the Mid-Continent ILS localizer N and S courses, extending from the 8-mile radius area to 13 miles N of the airport and to 8 miles S of the Mid-Continent OM; within a 7-mile radius of Sherman AAF (latitude 39°22'05" N., longitude 94°54'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the SE by the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport beginning at the W boundary of V-205 and extending counterclockwise to the S boundary of V-12, thence E along the S boundary of V-12 to longitude 93°30'00" W., thence N to latitude 39°41'00" N., longitude 93°28'45" W., thence NW to latitude 39°48'55" N., longitude 93°34'30" W., thence SW along the NW boundary of V-10 to the E boundary of V-161, thence W to latitude 39°44'00" W., longitude 94°43'20" W., thence SW to latitude 39°30 00" W., longitude 94°49'00" W. thence W. along latitude 39°30'00" N., to longitude 95°09'00" W., thence S to latitude 38°59'00" N., longitude 95°12'20" W., thence SE to latitude 38°53'00" N., longitude 95°05'10" W., thence NE along the SE boundary of V-10 to the arc of a 10-mile radius circle centered on the Kansas City Municipal Airport, thence counterclockwise to the W boundary of V-205, thence S along the W boundary of V-205 to the point of beginning.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Keokuk, Iowa

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 311° bearing from the Keokuk RBN, extending from the RBN to 12 miles NW of the RBN, and within 5 miles each side of the 131° bearing from the Keokuk RBN, extending from the RBN to 12 miles SE of the RBN.

Key West, Fla.

That airspace extending upward from 2,000 feet above the surface, bounded by a line extending from latitude 24°45'00" N., longitude 82°32'00" W., to latitude 24°25'00" N., longitude 82°32'00" W.; thence to latitude 24°13'00" N., longitude 82°21'00" W.; thence along latitude 24°13'00" N., to a line 5 miles W of and parallel to the 205° bearing from the Key West RBN; thence NE along this line and the W boundary of V-225 to latitude 24°45'00" N.; and thence W along latitude 24°45'00" N., to the point of beginning, excluding the portion within the Key West, Fla., control area extension.

AMENDMENTS 9/17/64 29 F.R. 9664 (Added); Amend. Alt. 29 F.R. 12823;

King Salmon, Alaska

That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the King Salmon Airport (Lat. 58°40'40" N, Long. 156°38'55" W) and within 47 miles SW and 15 miles NE of the 312° bearing from the King Salmon RR, extending from the RR to 85 miles NW; and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the King Salmon VOR. The airspace outside the United States, the airspace within Federal airways above 14,500 feet MSL, the airspace within Control 1217, Control 1400, Control 1401, Control 1484 and the airspace within the Kodiak, Alaska, control area extension is excluded.

AMENDMENTS 4/30/64 29 F.R. 3150 (Changed)

Kings Valley, Oreg.

That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the Newberg, Oreg., VORTAC 204° radial, extending from 10 miles NE to 22 miles SW of the INT of the Newberg VORTAC 204° and the Eugene, Oreg., VORTAC 340° radials.

Kingsville, Tex.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 7-mile radius area to 12 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 7-mile radius area to 12 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 7-mile radius area to 12 miles S of the TACAN; within 2 miles each side of the Kingsville VOR 135° radial, extending from the 7-mile radius area to 12 miles SE of the VOR.

AMENDMENTS 11/12/64 29 F.R. 13164 (Added)

Kirksville, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kirksville Municipal Airport (latitude 40°05'45" N., longitude 92°32'50" W.), and within 2 miles each side of the Kirksville VORTAC 316° radial, extending from the 5-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 6 miles NE of the Kirksville VORTAC 316° and 136° radials, extending from 12 miles NW to 12 miles SE of the VORTAC.

Knoxville, Tenn.

That airspace extending upward from 700 feet above the surface within a 21-mile radius of McGhee-Tyson Airport, Knoxville, Tenn. (latitude 35°48'40" N., longitude 83°59'35" W.), within the area NW of Knoxville extending from the 21-mile radius area bounded on the SW by a line 5 miles S of and parallel to the Knoxville VORTAC 290° radial, on the NW by the arc of a 27-mile radius circle centered on the McGhee-Tyson Airport, and on the NE by a line 5 miles SW of and parallel to the Knoxville VORTAC 321° radial; and that airspace extending upward from 1,200 feet above the surface within the area NE of Knoxville bounded on the NW by V-97 E alternate, on the NW by a line extending from the E boundary of V-97E through latitude 36°35'50" N., longitude 83°36'00" W., to latitude 36°33'10" N., longitude 83°28'00" W., to latitude 36°36'10" N., longitude 83°25'25" W., through latitude 36°29'00" N., longitude 83°11'15" W., to the NW boundary of V-16 N alternate, and on the SE by V-16N; within the area SE of Knoxville within 5 miles each side of the Knoxville VORTAC 130° radial, extending from the 21-mile radius area to 35 miles SE of the VORTAC; within the area W and SW of Knoxville bounded by a line beginning at latitude 36°10'35" N., longitude 84°31'40" W., thence clockwise along the arc of a 40-mile radius circle centered on the Knoxville VORTAC to the W boundary of V-97, thence S along V-97 to V-51 E alternate, thence NW along V-51E to a line 12 miles S of and parallel to the Crossville, Tenn., VORTAC 064° and 244° radials, thence W along this line to a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial, thence NE along this line to a line 8 miles NE of and parallel to the Crossville VORTAC 154° and 334° radials, thence NW along this line to latitude 35°54'35" N., longitude 84°53'50" W., thence to latitude 36°14'00" N., longitude 84°41'40" W., thence to the point of beginning; and that airspace extending upward from 7,500 feet MSL within the area SE of Knoxville bounded on the N by the arc of a 21-mile radius circle centered on the McGhee-Tyson Airport, on the E by a line 5 miles E of and parallel to V-267 E alternate, on the S by latitude 35°26'15" N., and on the W by V-267E; and within the area S of Knoxville bounded on the E by V-267, on the S by latitude 35°12'00" N., and on the W by V-97.

AMENDMENTS 8/20/64 29 F. R. 8163 (Added)

Kukaklek, Alaska
That airspace extending upward from 1,200 feet above the surface within 9 miles SE and 6 miles NW of the 056° and 236° bearings from the INT of the NE course of the King Salmon, Alaska, RR and the S course of the Iliamna, Alaska, RR, extending from 8 miles NE to 19 miles SW of the INT.

Laconia, N. H.
That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of a 247° bearing from the Laconia RBN, extending from the RBN to 17 miles SW; within 5 miles either side of a direct line extending from the Concord, N. H., VOR to the Laconia RBN, and within 5 miles either side of a 014° bearing from the Laconia RBN, extending from the RBN to 12 miles N.

LaGrange, Ga.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Callaway Airport, LaGrange, Ga. (latitude 33°00'30" N., longitude 85°04'30" W.) and within 2 miles each side of the LaGrange VOR 110° radial, extending from the 4-mile radius zone to the VOR.

PENDING AMENDMENT
Lake Charles, La.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Lake Charles ILS localizer northwest course extending from the OM to 8 miles NW, within 2 miles each side of the Lake Charles VOR 259° radial extending from the VOR to 1 mile W, and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the airport to 8 miles SE; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 30°37'00" N., longitude 92°50'00" W. to latitude 30°24'00" N., longitude 92°26'00" W. to latitude 29°45'30" N., longitude 93°00'00" W. thence W via latitude 29°45'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to longitude 93°57'00" W., thence to point of beginning.
AMENDMENTS 1/7/65 29 F. R. 14621 (Added)

Lake City, Mich.
That airspace extending upward from 1,200 feet above the surface within 6 miles SW and 10 miles NE of the Traverse City, Mich., VOR 136° radial, extending from 8 miles NW to 19 miles SE of the INT of the Traverse City VOR 136° radial and the White Cloud, Mich., VOR 033° radial.

Lake Mead, Nev.
That airspace extending upward from 1,200 feet above the surface within 8 miles E and 12 miles W of the Mormon Mesa, Nev., VORTAC 196° radial extending from 10 miles S to 22 miles N of the INT of the Mormon Mesa VORTAC 196° and the Las Vegas, Nev., 081° radials.

Lamar, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lamar VOR 099° and 279° radials, extending from 20 miles E to 9 miles W of the VOR, excluding the airspace within Federal airways.

Lanai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

Lancaster, Pa.
That airspace extending upward from 1,200 feet above the surface, within 12 miles NE and 8 miles SW of the West Chester, Pa., VORTAC 288° radial, extending from 9 miles NW to 41 miles NW of the VORTAC, and within the area SE of the Lancaster, Pa., VOR bounded on the SE by V-3, on the W by V-93 and on the N by a line 8 miles S of and parallel to the West Chester VORTAC 288° radial, excluding the airspace within Federal airways and the New York control area extension.

AMENDMENTS 8/20/64 29 F.R. 8165 (Rewritten)

Lansing, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.), within 2 miles each side of the Lansing ILS localizer W course, extending from the 7-mile radius area to 8 miles W of the INT of the Lansing ILS localizer W course and the Lansing VOR 358° radial, and within 2 miles each side of the Lansing ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°16'00" N., on the E by longitude 84°05'00" W., on the S by a line beginning at latitude 42°30'00" N., longitude 84°05'00" W., to latitude 42°30'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 85°15'00" W., and on the W by longitude 85°15'00" W.; and within the area bounded on the N by V-216, on the E by longitude 84°25'00" W., on the S by latitude 43°16'00" N., and on the W by longitude 85°02'00" W.
AMENDMENTS 6/25/64 29 F.R. 5209 (Changed)

Laramie, Wyo.

That airspace extending upward from 1,200 feet above the surface within 6 miles W and 10 miles E of the Laramie VOR 332° and 152° radials, extending from 12 miles NW to 8 miles SE of the VOR.

Las Vegas, N. Mex.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.)and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Las Vegas VORTAC 035° and 215° radials, extending from 23 miles NE to 14 miles SW of the VORTAC.

AMENDMENTS 6/25/64 29 F. R. 7595 (Changed)

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laurel Municipal Airport (latitude 31° 40' 10" N., longitude 89° 10' 20" W.); within 8 miles SW and 5 miles NE of the Laurel VOR 330° radial extending from the VOR to 12 miles NW.

Lawton, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34° 34' 15" N., longitude 98° 24' 55" W.), and within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 21' 00" N., longitude 98° 46' 00" W., to latitude 34° 42' 00" N., longitude 98° 46' 00" W., to latitude 34° 58' 00" N., longitude 98° 33' 00" W., thence E via latitude 34° 58' 00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35° 25' 50" N., longitude 97° 35' 10" W., to longitude 97° 25' 00" W., thence S via longitude 97° 25' 00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34° 18' 00" N., longitude 97° 00' 50" W.), to latitude 34° 10' 00" N., thence W via this latitude, to latitude 34° 10' 00" N., longitude 97° 49' 00" W., to point of beginning, excluding the portion within R-5601A. The portion within R-5601B shall be used only after obtaining prior approval from appropriate authority.
4/30/64 29 F. R. 132 (Added);

PENDING AMENDMENT
Lawton, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.), within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR, and within 2 miles each side of the 180° bearing from the Fort Sill RBn extending from the 7-mile radius area to the RBn; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°21'00" N., longitude 98°46'00" W., to latitude 34°42'00" N., longitude 98°46'00" W., to latitude 34°58'00" N., longitude 98°33'00" W., thence E via latitude 34°58'00" N., to and counterclockwise along the arc of a 57-mile radius circle centered at latitude 35°25'50" N., longitude 97°35'10" W., to longitude 97°25'00" W., thence S via longitude 97°25'00" W., to and counterclockwise along the arc of a 25-mile radius circle centered at the Ardmore Municipal Airport, Ardmore, Okla. (latitude 34°18'00" N., longitude 97°00'50" W.), to latitude 34°10'00" N., thence W via this latitude, to latitude 34°10'00" N., longitude 97°49'00" W., to point of beginning, excluding the portion within R-5601A. The portion within R-5601B shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 1/7/65 29 F. R. 14524 (Rewritten)

Lemoore, Calif.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43'.50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

AMENDMENTS 1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Changed) 2/6/64 28 F. R. 13769

Le Roy, Iowa

That airspace extending upward from 1,200 feet above the surface within 12 miles E and 8 miles W of the Rochester, Minn., VOR 173° radial, extending from 15 miles to 37 miles S of the VOR.

Lewiston, Idaho

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston, Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.) and within 2 miles either side of the Lewiston VOR 266° radial extending from the 5-mile radius area to the VOR, including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Lewiston VOR 075° radial extending from the VOR to 12 miles NE of the VOR.

Lewiston-Auburn, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lewiston-Auburn Municipal Airport (latitude 44°02'55" N., longitude 70°17'00" W.); within 2 miles each side of the 199° bearing from the Lewiston-Auburn Airport, extending from the 5-mile radius area to 8 miles S of the airport; and within 2 miles each side of the 062° bearing from the Lewiston-Auburn Airport, extending from the 5-mile radius area to 7 miles NE of the airport.

AMENDMENTS 4/30/64 29 F.R. 2931 (Added)

Lewistown, Mont.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lewistown VOR 289° and 109° radials, extending from 9 miles E to 20 miles W of the VOR, excluding the airspace within Federal airways.

PENDING AMENDMENT
Lexington, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Franklin Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 2 miles each side of the Jacks Creek VOR 165° radial extending from the 5-mile radius area to 8 miles SE of the VOR; and the airspace extending upward from 1200 feet above the surface within 5 miles W and 8 miles E of the Jacks Creek VOR 345° and 165° radials extending 4 miles NW and 12 miles SE of the VOR.
AMENDMENTS 1/7/65 29 F. R. 14918 (Added)

Liberal, Kans.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Liberal VOR 022° and 202° radials, extending from 20 miles N to 9 miles S of the VOR, excluding the airspace within Federal airways.

Lida, Nev.
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 12 miles NE of the Coaldale, Nev., VORTAC 146° radial, extending from 22 miles SE to 22 miles NW of the Coaldale VORTAC 146° and the Tonopah, Nev., VOR 198° radials, including the airspace 12 miles NW and 9 miles SE of the Tonopah VOR 198° radial, extending from the INT of the Coaldale VORTAC 146° and the Tonopah VOR 198° radials to 22 miles NE of the INT, excluding the portions within R-4807.

Lihue, Hawaii
That airspace extending upward from 700 feet above the surface within the area bounded on the NW by a line 5 miles NW of and parallel to the Lihue VOR 041° radial, on the NE by the arc of a 7-mile radius circle centered on the Lihue Airport (latitude 21° 59' 00" N., longitude 159° 21' 00" W.), on the SE by a line 2 miles NE of and parallel to the Lihue VOR 130° radial, and on the SW by the arc of a 5-mile radius circle centered on Lihue Airport; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Lihue VOR, extending from the 7-mile radius area clockwise from a line 5 miles NW of and parallel to the Lihue VOR 041° radial to V-2.

AMENDMENTS 4/2/64 29 F.R. 556 (Added);

Lima, Ohio
That airspace extending from 700 feet above the surface bounded on the SE by V-275, on the SW by V-277 and on the NW by V-14.

Lone Rock, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Longview, Tex.
That airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Gregg County ILS localizer SE course extending from the INT of the Gregg County ILS localizer SE course and the Marshall, Tex., VOR 251° radial to 12 miles SE, and within 5 miles each side of the Marshall VOR 230° radial extending from the INT of the Gregg County VOR 181° radial and the Marshall VOR 230° radial to the INT of the Gregg County ILS localizer SE course and the Marshall VOR 230° radial, excluding the portion within Federal airways.
AMENDMENTS 7/23/64 29 F. R. 7017 (Added)

Longview, Wash.
That airspace extending upward from 4,500 feet MSL bounded on the N by the Toledo, Wash., control area extension, on the E by V-23, on the S by the Portland, Oreg., control area extension and on the W by V-99.

Lovelock, Nev.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

Loyal, Wis.
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Eau Claire, Wis., VOR 107° radial, extending from 9 miles SE to 22 miles NW of the INT of the Eau Claire VOR 107° and the Wausau, Wis., VOR 258° radials.

Lucin, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Lufkin, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Lufkin VOR 157° radial, extending from the VOR to 12 miles S; within 2 miles each side of the Lufkin VOR 337° radial, extending from the VOR to the arc of a 5-mile radius circle centered at the Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.); and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Lufkin VOR.

AMENDMENTS 6/25/64 29 F.R. 8141 (Rewritten)

PENDING AMENDMENT
Luke AFB, Ariz.
That airspace extending upward from 700 feet above the surface within 6 miles W and 7 miles E of the Luke TACAN 003° and 183° radials, extending from 13 miles S to 8 miles N of the TACAN; within 2 miles each side of the Luke TACAN 056° radial, extending from the TACAN to 10 miles NE of the TACAN; and within 5 miles each side of the Phoenix VORTAC 272° radial, extending from Long. 112°23'00" W to Long. 112°41'30" W.

AMENDMENTS 12/10/64 29 F.R. 14104 (Added)

Macon, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Robins AFB; within 8 miles SE and 5 miles NW of the Macon ILS localizer SW course extending from the Cochran Field to 12 miles SW of the ILS OM; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Macon VORTAC; within the area N of Macon bounded on the N by V-18, on the E by V-35, and on the SW by V-267; within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, and on the SW by V-243; that airspace extending upward from 3,000 feet MSL within
the area NE of Macon extending from the 35-mile radius area bounded on the N by V-18, on the E by longitude 82°50'00" W., on the SE by V-56 and on the W by V-35; within the area E of Macon extending from the 35-mile radius area bounded on the NE by V-56, on the N by a line extending through latitude 33°03'50" N., longitude 82°50'00" W.. and latitude 33°03'40" N., longitude 82°30'00" W., on the E by longitude 82°30'00" W., on the SE by V-70, and on the S by V-154; within the area SE of Macon bounded on the N by V-154, on the E by longitude 82°30'00" W.. on the SE by a line extending from latitude 32°15'00" N., longitude 82°30'00" W., through latitude 32°10'00" N., longitude 82°42'15" W., on the W by V-267, and on the NW by V-70; and the area S of Macon bounded on the N by V-70, on the E by V-243, on the S by latitude 32°00'00" N., and on the W by V-35.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed); 5/28/64 29 F. R. 3651 (Changed)
AMENDMENTS 6/25/64 29 F. R. 5785 (Rewritten) Amend. Alt. 29 F.R. 7923;
AMENDMENTS 9/17/64 29 F.R. 11113 (Changed)

PENDING AMENDMENT
In the Macon, Ga., transition area "within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, and on the SW by V-243 and a line 5 miles NE of and parallel to the Alma, Ga., VORTAC 305° radial;" is deleted and "within the area SE of Macon bounded on the NW by V-70, on the NE by V-5, on the E by V-157 and on the SW by V-243;" is substituted therefor; "Cochran Field" is deleted and "Macon Municipal Airport" is substituted therefor.

AMENDMENTS 10/15/64 29 F.R. 11112 (Changed); Eff. date changed 11/12/64 29 F.R. 12362;
Eff. date changed 2/4/65 29 F. R. 14918;

Madison, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Watertown, S. Dak., VORTAC 086° radial, extending from 10 miles W to 22 miles E of the INT of the Watertown VORTAC 086° and the Redwood Falls, Minn., VOR 305° radials.

Madison, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Truax Field, Madison, Wis. (latitude 43°08'15" N., longitude 89°20'10" W.), within 2 miles each side of the Madison ILS localizer S course, extending from the 9-mile radius area to 12 miles S of the OM, within 8 miles NE and 6 miles SW of the Truax VOR 134° radial, extending from the 9-mile radius area to 12 miles SE of the VOR, within 8 miles SW and 5 miles NE of the Truax VOR 320° radial, extending from the 9-mile radius area to 12 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the N by a line extending from latitude 43°43'00" N., longitude 89°55'00" W., to latitude 43°30'00" N., longitude 88°30'00" W., on the E by longitude 88°30'00" W., on the S by latitude 42°45'00" N., and on the W by longitude 89°55'00" W. The portion within R-6905 shall be used only after obtaining prior approval from appropriate authority.

Malad City, Idaho
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Malad City VORTAC 165° and 345° radials, extending from 18 miles S to 8 miles N of the VORTAC, and within 5 miles N and 8 miles S of the Malad City VORTAC 290° radial, extending from the VORTAC to 12 miles W of the VORTAC.
4/2/64 29 F. R. 2488 (Rewritten)

Malden, Mo.
That airspace extending upward from 700 feet above the surface within 5 miles either side of the Malden VOR 300° radial, extending from the VOR to 11 miles NW; within 8 miles NE and 5 miles SW of the Malden VOR 120° radial, extending from the VOR to 17 miles SE, and within 10 miles W and 7 miles E of the Malden VOR 167° and 347° radials, extending from 9 miles S to 20 miles N of the VOR.

Manhattan, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Manhattan Airport (latitude 39°08'35" N., longitude 96°40'05" W.), within 6 miles S and 9 miles N of the Fort Riley VOR 059° radial extending from the VOR to 21 miles NE; within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Marshall AAF (latitude 39°03'15" N., longitude 96°45'50" W.). The portion of this transition area within R-3602 shall be used only after obtaining prior approval from appropriate authority.

PENDING AMENDMENT
Manistee, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manistee Blacker Airport, Manistee, Mich. (latitude 44°16'00" N., longitude 86°15'00" W.) and within 5 miles north and 8 miles south of the 274° bearing from Manistee Blacker Airport, extending from the airport to 15 miles west.
AMENDMENTS 12/10/64 29 F. R. 14524 (Added)

Manitowoc, Wis.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Manitowoc Airport (latitude 44° 07' 30" N., longitude 87° 40' 45" W.) and within 5 miles E and 8 miles W of the 351° bearing from the airport, extending from the airport to 12 miles N of the airport.

PENDING AMENDMENT
Mansfield, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of the Mansfield Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.); and within a 5-mile radius of the Galion Municipal Airport (latitude 40°45'10" N., longitude 82°43'35" W.); within 5 miles SW and 8 miles NE of the Mansfield Airport ILS localizer SE course, extending from the ILS LOM to 12 miles SE, within 2 miles each side of the Mansfield VORTAC 308° radial, extending from the VORTAC to 12 miles NW of the VORTAC; within 2 miles each side of the Mansfield VORTAC 221° radial, extending from the Galion Municipal Airport 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line extending from the Tiverton VORTAC; to latitude 40°30'00" N., longitude 83°10'00" W., to latitude 40°50'00" N., longitude 83°30'00" W., to latitude 41°11'00" N., longitude 83°19'00" W., to latitude 41°14'00" N., longitude 82°57'00" W.; thence counterclockwise via a 21-mile radius arc of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.) to latitude 41°08'40" N., longitude 82°32'00" W.; to latitude 40°56'30" N., longitude 82°12'00" W; thence counterclockwise via a 37-mile radius arc of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.) to latitude 40°54'00" N., longitude 82°04'00" W. to the point of beginning.

AMENDMENTS 12/10/64 29 F.R. 14166 (Added)

Maples, Mo.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Maples VOR 237° and 057° radials, extending from 20 miles SW to 9 miles NE of the VOR, excluding that portion within the Fort Leonard Wood, Mo., transition area.

AMENDMENTS 9/17/64 29 F.R. 9663 (Changed)

Marathon, Fla.

That airspace extending upward from 2,000 feet above the surface, bounded on the N by V-35, on the E by Long. 80°25'00" W., on the S by Lat. 24°20'00" N., and on the W by control area 1233.

AMENDMENTS 9/17/64 29 F.R. 9664 (Added)

Marion, Ill.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Southern Illinois Airport, Carbondale, Ill. (latitude 37°46'50" N., longitude 89°15'10" W.), and within 2 miles either side of the 339° bearing from the Southern Illinois Airport extending from the 5-mile radius area to 8 miles N of the airport, within a 5-mile radius of the Williamson County Airport, Marion, Ill. (latitude 37°45'15" N., longitude 89°00'40" W.), and within 2 miles either side of the 034° bearing from the Williamson County Airport extending from the 5-mile radius area to 8 miles NE of the airport; and the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°39'00" N., longitude 88°48'00" W., thence to latitude 37°38'00" N., longitude 89°23'30" W., thence to latitude 37°54'00" N., longitude 89°30'00" W., thence to latitude 37°59'00" N., longitude 89°16'00" W., thence to latitude 37°56'25" N., longitude 89°01'55" W., thence to latitude 37°57'50" N., longitude 89°00'30" W., thence to latitude 37°55'18" N., longitude 88°55'55" W., thence to latitude 37°54'00" N., longitude 88°48'00" W., thence to the point of beginning.

PENDING AMENDMENT

Marion, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Municipal Airport (latitude 40°36'55" N., longitude 83°03'55" W.); within 5 miles NE and 8 miles SW of a 328° bearing from the Marion RBN, extending from the RBN to 12 miles NW.

AMENDMENTS 12/10/64 29 F.R. 14166 (Added)

Marthaville, La.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of the Alexandria, La., VOR 300° radial, extending from 10 miles NW to 22 miles SE of the INT of the Shreveport, La., VORTAC 164° and the Alexandria VOR 300° radials.

Massena, N. Y.

That airspace extending upward from 1,200 feet above the surface within 12 miles W and 5 miles E of the Massena VOR 163° and 343° radials, extending from the United States/Canadian border to Lat. 44°00'00" N, including the airspace from 4 nmi SE to 10 miles SE of the Massena VOR 241° radial, extending from a line 12 miles W of and parallel to the Massena VOR 163° radial to a line 20 miles W of and parallel to the Massena VOR 163° radial, excluding the airspace within Federal airways.

AMENDMENTS 9/17/64 29 F.R. 11114 (Changed)

Matador, Tex.

That airspace extending upward from 1,200 feet above the surface within 9 miles NW and 6 miles SE of the Childress, Tex., VOR 244° radial, extending from 8 miles SW to 19 miles NE of the Matador INT (INT of Childress VOR 244° and Guthrie, Tex., VOR 293° radials), and within 9 miles SE and 6 miles NW of the Childress VOR 244° radial, extending from 8 miles NE to 19 miles SW of the Matador INT.

Mattoon, Ill.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of Coles County Airport, Mattoon, Ill. (latitude 39°28'46" N., longitude 88°17'05" W.), and within 2 miles each side of the 228° bearing from Coles County Airport, extending from the 4-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Coles County Airport.

Maxwell, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the Red Bluff, Calif., transition area.

AMENDMENTS 2/6/64 29 F.R. 282 (Changed);

McAllen, Tex.

That airspace extending upward from 1,200 feet above the surface bounded on the N by Lat. 26°30'00" N, on the E by Long. 98°00'00" W, on the W by Long. 98°30'80" W and on the S by the United States/Mexican border.

McComb, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McComb-Pike County Airport; and that airspace extending upward from 1,200 feet above the surface bounded on the E by V-9, on the S by the New Orleans, La., transition area, on the W by V-114N, and on the N by the N boundary of V-222; within 8 miles S and 5 miles N of the McComb VOR 254° and 074° radials, extending from 17 miles W to 5 miles E of the VOR; and within 8 miles N and 5 miles S of the McComb VOR 074° radial, extending from the VOR to 12 miles E.
AMENDMENTS 9/17/64 29 F.R. 10459 (Added)

McGrath, Alaska
That airspace extending upward from 1,200 feet above the surface within 13 miles SW and 7 miles NE of the 115° and 295° bearings from the McGrath RR, extending from 13 miles NW to 20 miles SE of the RR.

Medford, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Medford ILS localizer N course, extending from 6 miles N to 9 miles N of the OM, and within 3 miles E and 2 miles W of the Medford VORTAC 352° radial, extending from the VORTAC to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Medford VORTAC, extending clockwise from a line 6 miles N of and parallel to the Medford VORTAC 270° radial to a line 5 miles SE of and parallel to the Medford VORTAC 235° radial; within a 23-mile radius of the Medford VORTAC, extending clockwise from a line 5 miles SE of and parallel to the Medford VORTAC 235° radial to a line 6 miles N of and parallel to the Medford VORTAC 270° radial; that airspace E of Medford, extending from the 18-mile radius area bounded on the N by latitude 42°28'00" N., on the E by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC, on the S by V-122, and on the SW by V-23; that airspace N of Medford within 6 miles E and 10 miles W of the Medford VORTAC 352° radial, extending from the 18-mile radius area to 55 miles N of the VORTAC, and that airspace S of Medford extending from the 18-mile radius area bounded on the E by V-23, and on the SW by V-23W; that airspace extending upward from 6,500 feet MSL W of Medford within 6 miles N and 7 miles S of the Medford VORTAC 270° radial, extending from the 23-mile radius area to V-27, excluding the portion within the Roseburg, Oreg., transition area.
AMENDMENTS 4/30/64 29 F. R. 2933 (Added)

Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Memphis Metropolitan Airport (latitude 35°03'00" N., longitude 89°58'15" W.), within 2 miles each side of the Memphis Runway 9 ILS localizer W course, extending from the 7-mile radius area to 12 miles W of the OM; within 2 miles each side of the Memphis Runway 9 ILS localizer E course, extending from the 7-mile radius area to 14 miles E of the airport; within 2 miles each side of the Memphis Runway 35 ILS localizer S course, extending from the 7-mile radius area to 8 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of the Memphis Metropolitan Airport; within the area NW of Memphis, extending beyond the 36-mile radius area bounded on the N by V-140, on the E by V-9 W, on the S by V-54 N, and on the W by V-69; and within the area SE of Memphis, extending beyond the 36-mile radius area bounded on the NE by the N boundary of V-176, on the E by longitude 89°20'00" W., on the S by latitude 34°09'30" N., and on the W by the W boundary of V-9 E.

AMENDMENTS On Publ. 4/7/64 29 F.R. 4855 (Changed)

NAS Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the NAS Memphis VOR 083° radial, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

Menominee, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Menominee County Airport (latitude 45°07'25" N., longitude 87°38'20" W.) and within 2 miles each side of the Menominee VOR 351° radial, extending from the 5-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Menominee VOR 351° and 171° radials, extending from 12 miles N to 3 miles S of the VOR.

Mercury, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (Lat. 36°39'16" N, Long. 116°00'54" W); that airspace extending upward from 1,200 feet above the surface bounded on the E by the Las Vegas, Nev. (B), control area extension, on the N by Lat. 36°41'00" N, on the NW by a line extending from Lat. 36°41'00" N, Long. 116°26'30" W, to Lat. 36°38'30" N, Long. 116°24'00" W, to Lat. 36°37'00" N, Long. 116°27'00" W, on the W by V-105, and on the S by Lat. 36°16'00" N, excluding the portion within R-4806 and R-4808.

Meridian, Miss.
That airspace extending upward from 1,200 feet above the surface W and N of the Meridian NAAS bounded by a line beginning at Lat. 32°47'00" N, Long. 89°30'00" W, to Lat. 32°50'00" N, Long. 89°21'00" W, to Lat. 32°41'30" N, Long. 88°44'00" W, to Lat. 33°03'00" N, Long. 88°57'40" W, to Lat. 33°05'40" N, Long. 88°52'40" W, thence E along a 45-mile radius arc centered at the Columbus AFB, Columbus, Miss. (Lat. 33°38'35" N, Long. 88°26'40"W), to N boundary of V-18N, thence via the north boundary of V-18N, to Long. 89°30'00"W., to the point of beginning; excluding the portion within the Meridian control area extension..

Middle Grove, N. Y.
That airspace extending upward from 1,200 feet above the surface within 11 miles W and 7 miles E of the Albany, N. Y., VORTAC 343° radial, extending from the N boundary of V-496 to 50 miles NW of the VORTAC.

Midland, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), excluding the portion within a 1.5-mile radius of the Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.); within 2 miles each side of the Midland VOR 011° radial, extending from the 8-mile radius area to 8 miles N of the VOR; within 2 miles each side of the Midland ILS localizer SE course, extending from the 8-mile radius area to the INT of the Midland VOR 128° and the Big Spring, Tex., VOR 212° radials; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 101°52'30" W.; thence clockwise along the arc of a 30-mile radius circle centered on the Midland VOR; to latitude 31°37'00" N., longitude 102°25'00" W.; to latitude 31°40'00" N., longitude 102°39'30" W.; to latitude 31°33'00" N., longitude 102° 53'00" W.' to latitude 31°34'20" N., longitude 103°03'45" W.' to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°15'35" N., longitude 103°07'00" W.; to latitude 32°13'40" N., longitude 102°56'30" W.; to latitude 32°19'35" N., longitude 102°55'10" W.; to latitude 32°36'30" N., longitude 102°07'20" W.; to latitude 31°55'00" N., longitude 101°29'40" W.; to latitude 31°37'25" N., longitude 101°35'15" W.; to latitude 31°36'35" N., longitude 101°47'20" W.; to point of beginning ; and that airspace extending upward from 10,000 feet MSL within 5 miles each side of the Midland VOR 283° radial, extending W from a line between latitude 32°06'45" N., longitude 103°07'50" W., and latitude 32°15'35" N., longitude 103°07'00" W. to its INT with the Wink, Tex., VOR 322° radial; and within 5 miles each side of the Wink VOR 322° radial, extending from a line 14 miles N of and parallel to the Wink VOR 256° radial to 35 miles from the VOR.

AMENDMENTS 6/25/64 29 F.R. 5317 (Changed)

Midway Island
That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

4/30/64 29 F. R. 2487 (ADDED)

Miles City, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Miles City VORTAC, extending clockwise from the Miles City VORTAC 241° to the 156° radials, and within a 30-mile radius of the Miles City VORTAC, extending clockwise from the Miles City VORTAC 156° to the 241° radials.

Milford, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Milwaukee, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis. (latitude 42°56'51" N., longitude 87°53'58" W.), within 8 miles E and 5 miles W of the Milwaukee ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within a 5-mile radius of Horlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" W.), within an 8-mile radius of Timmerman Airport, Milwaukee, Wis., within 5 miles NE and 8 miles SW of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR, and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis. (latitude 43°02'00" N., longitude 88°14'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°30'00" N., on the E by longitude 87°00'00" W., on the S by latitude 42°30'00" N., and on the W by longitude 88°30' 00" W. The portion within R-6903 shall be used only after obtaining prior approval from the appropriate authority.

Minneapolis, Minn.
That airspace E of Minneapolis extending upward from 5,000 feet MSL bounded on the N by V-78, on the SE by V-26, and on the SW by V-2N; that airspace W of Minneapolis bounded on the N by V-78, on the SE by V-148, and on the SW by V-171; and that airspace W of Farmington, Minn., bounded on the NE by V-171, on the S by V-26, and on the NW by V-148.

Missoula, Mont.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Missoula VOR 308° radial, extending from 4 miles NW to 12 miles NW of the VOR, and within 2 miles each side of the Missoula VOR 298° radial, extending from 4 miles NW to 9 miles NW of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Missoula VOR, bounded on the SW by the SW boundary of V-2, and on the E by the E boundary of V-231; within 10 miles SW and 7 miles NE of the Missoula VOR 298° and 118° radials, extending from 9 miles SE to 20 miles NW of the VOR, and within 5 miles each side of the Missoula VOR 180° radial, extending from the VOR to 12 miles S of the VOR.

Modesto, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Modesto City-County Airport (latitude 37°37'35" N., longitude 120°57'15" W.), within 2 miles each side of the Modesto VOR 291° radial, extending from the 5-mile radius area to 8 miles W of the VOR, and within 2 miles each side of the Modesto VOR 119° radial, extending from the 5-mile radius area to 8 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120°30'00" W., on the SE by a line extending from latitude 37°38'45" N., longitude 120°30'00" W., to latitude 37°25'00" N., longitude 120°48'00" W., on the S by latitude 37°25'00" N., on the W by V-109, and on the N by a line extending from the E boundary of V-109 through latitude 37°38'00" N., longitude 121°00'35" W., to latitude 37°45'45" N., longitude 120°30'00" W.

AMENDMENTS 6/25/64 29 F.R. 4996 (Added)

Moline, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Quad City Airport (latitude 41° 26' 55" N., longitude 90° 30' 30" W.); within 5 miles N and 8 miles S of the Quad City ILS localizer W course, extending from 1 mile E to 12 miles W of the OM; within a 5-mile radius of the Davenport, Iowa, Municipal Airport (latitude 41° 36' 40" N., longitude 90° 35' 20" W.); and within 5 miles each side of the 224° and 044° bearings from the Davenport RBN, extending from the Davenport Municipal Airport to 12 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 55' 00" N., on the E by longitude 89° 50' 00" W., on the S by latitude 41° 10' 00" N., and on the W by longitude 91° 00' 00" W.

4/30/64 28 F. R. 13864 (Added);

Molokai, Hawaii

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Molokai Airport (latitude 21° 09' 25" N., longitude 157° 05' 55" W.), and within 2 miles each side of the 356° bearing from the Molokai Airport, extending from the 5-mile radius area to 8 miles N of the airport; that airspace extending upward from 1,200 feet above the surface NW of Molokai bounded on the NE by the arc of a 19-mile radius circle centered on the Molokai Airport, on the SE by V-8, on the SW by V-15 and on the NW by V-4; and that airspace NE of Molokai bounded by a line beginning at latitude 21° 22' 00" N., longitude 156° 48' 00" W., thence to latitude 21° 14' 00" N., longitude 156° 31' 30" W., thence to latitude 21° 29' 00" N., longitude 156° 25' 00" W., thence to latitude 21° 31' 00" N., longitude 156° 34' 05" W., thence to latitude 21° 25' 00" N., longitude 156° 49' 30" W., thence to point of beginning.

PENDING AMENDMENT

Monroe, La.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Monroe VORTAC 222° radial extending from the VORTAC to 12 miles SW, and within 5 miles NW and 8 miles SE of the Monroe ILS localizer SW course extending from 5 miles NE to 12 miles SW of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°10'00" N., longitude 92°20'00" W., to latitude 32°44'00" N., longitude 92°20'00" W., to latitude 32°49'00" N., longitude 91°50'00" W., to latitude 32°35'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°28'00" W., to latitude 32°05'00" N., longitude 91°57'00" W., to point of beginning.

AMENDMENTS 1/7/65 29 F. R. 14523 (Added)

Montpelier, Vt.

That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Montpelier VOR 200° and 020° radials, extending from 9 miles SW to 20 miles NE of the VOR, and within 10 miles E and 7 miles W of the Montpelier VOR 155° radial, extending from the VOR to 20 miles S, excluding the airspace within Federal airways.

Montrose, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Wilks-Barre, Pa., VORTAC 325° radial, extending from 13 miles NW to 46 miles NW of the VORTAC, excluding the airspace within Federal airways and the Binghamton, N. Y., control area extension.

Mormon Mesa, Nev.

That airspace extending upward from 1,200 feet above the surface within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 032° radial, extending from the VORTAC to 20 miles NE; and within 7 miles SE and 10 miles NW of the Mormon Mesa VORTAC 059° and 239° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Morristown, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moore-Murrell Field, Morristown, Tenn., (latitude 36°10'55" N., longitude 83°22'20" W.), and within 8 miles S and 5 miles N of the 240° bearing from latitude 36°11'00" N., longitude 83°22'00" W., extending from latitude 36°11'00" N., longitude 83°22'00" W., to 12 miles SW.

AMENDMENTS 8/20/64 29 F.R. 8163 (Added)

Moses Lake, Wash.

That airspace extending upward from 700 feet above the surface within a 16-mile radius of Larson AFB, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.), and within a 13-mile radius of the Ephrata, Wash., VOR; and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of Larson AFB; within 5 miles SW and 9 miles NE of the Larson VOR 141° radial, extending from the 39-mile radius area to V-112, excluding the airspace below 4,000 feet MSL between V-112 and V-112W; and that airspace SW of Moses Lake, extending from the 39-mile radius area, bounded on the S by latitude 46°55'00" N., on the W by longitude 120°15' 00" W., and on the N by latitude 47°00'00" N.; and that airspace extending upward from 5,000 feet MSL within 5 miles each side of the Ephrata VOR 336° radial, extending from the 39-mile radius area to 44 miles NW of the VOR; excluding the portions within R-6715 and the Ellensburg, Wash., transition area.

AMENDMENTS 4/30/64 29 F.R. 3149 (Added)

Moses Point, Alaska

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Moses Point VOR 088° radial, extending from 8 miles to 12 miles E of the VOR; and within 2 miles each side of the Moses Point RR E. course, extending from 14 miles to 17 miles E of the RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles N and 10 miles S of the Moses Point VOR 088° and 268° radials, extending from 11 miles W to 15 miles E of the VOR.

AMENDMENTS 11/12/64 29 F.R. 12822 (Rewritten);

Mt. Clemens, Mich.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich. (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 5 miles W and 8 miles E of the Selfridge AFB ILS localizer N course, extending from 3 miles S to 12 miles N of the OM, and within 2 miles each side of the Selfridge AFB ILS localizer S course, extending from the 7-mile radius area to 11 miles S of Selfridge AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the E by the United States/Canadian Border, on the W by the E boundary of VOR Federal airway No. 42 E alternate and longitude 83° 30' 00" W., and on the N by the N boundary of VOR Federal airway No. 216. The portion within R-4203 shall be used only after obtaining prior approval from appropriate authority.

PENDING AMENDMENT

Muscle Shoals, Ala.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles N and 5 miles S of the Muscle Shoals VOR 112° and 292° radials extending 5 miles W ane 13 miles E of the VOR, within 5 miles each side of the Muscle Shoals VOR 297° radial extending from 5 miles W to 18 miles W of the VOR, and within 8 miles W and 5 miles E of the Muscle Shoals VOR 002° radial extending from the VOR to a point 30 miles N of the VOR.

AMENDMENTS 1/7/65 29 F. R. 15074 (Added).

Muskegon, Mich.

That airspace extending upward from 700 feet above the surface within 8 miles northeast and 6 miles southwest of the Muskegon County Airport ILS localizer southeast course, extending from 3 miles northwest of the OM southeast to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.), and within a 4-mile radius of Grand Haven Memorial Airpark, Grand Haven, Mich., (latitude 43°02'00" N., longitude 86°11'50" W.); and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of Muskegon County Airport, including the airspace southwest of Muskegon bounded by a line beginning at latitude 42°54'35" N., longitude 86°13'00" W., extending southwest to latitude 42°45'25" N., longitude 86°23'40" W., thence northwest to latitude 42°58'50" N., longitude 86°32'30" W., thence east along the south boundary of V-216 to the 18-mile radius area.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Myton, Utah

That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Myton VOR 049° and 229° radials, extending from 9 miles SW to 20 miles NE of the VOR.

Nantucket, Mass.
That airspace extending upward from 2,000 feet MSL NE of Nantucket bounded on the NE by the arc of 29-mile radius circle centered at the Nantucket VORTAC, on the SE by Control 1144, and on the NW by Control 1143; SE of Nantucket bounded on the SE by the arc of a 13-mile radius circle centered on the Nantucket CONSOLAN (Monitor site at latitude 41° 15' 35" N., longitude 70° 09' 19" W.), on the N by Control 1144, and on the SW by Control 1145; and that airspace from FL 240 to FL 300 inclusive SW of Nantucket, bounded on the N by Control 1169, on the east by Control 1145, and on the S and W by the arc of a 10.2-mile radius circle centered on the Nantucket CONSOLAN station.

Natchez, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hardy-Anders Field, Natchez, Miss. (latitude 31° 36' 50" N., longitude 91° 17' 55" W.) and within 2 miles each side of the Natchez VOR 012° radial extending from the 5-mile radius area to 8 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Hardy-Anders Field. and within 5 miles each side of the Natchez VOR 192° radial, extending from the 15-mile radius area to 23 miles south of the VOR.
12/12/63 28 F. R. 10814 (Added);Eff. date changed 2/6/64 28 F. R. 13359

Needles, Calif.
That airspace extending upward from 1,200 feet above the surface within a 10-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.); within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 3 miles W to 20 miles E of the VORTAC; within 5 miles each side of the Needles RR N and S courses, extending from 23 miles S to 23 miles N of the RR, and within 5 miles E and 8 miles W of the Needles RR N course, extending from the 10-mile radius area to 15 miles N of the RR.

New Orleans, La.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30° 06' 25" N., longitude 90° 16' 35" W.; to latitude 30° 08' 20" N., longitude 90° 02' 30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30° 02' 20" N., longitude 90° 01' 25" W.); to latitude 30° 02' 20" N., longitude 89° 54' 20" W.; to latitude 29° 49' 40" N., longitude 89° 54' 20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29° 49' 40" N., longitude 90° 01' 25" W.); to latitude 29° 44' 45" N., longitude 90° 05' 25" W.; to latitude 29° 53' 45" N., longitude 90° 20' 00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29° 59' 25" N., longitude 90° 15' 15" W.); to point of beginning; within 2 miles each side of the Navy New Orleans RBN 241° bearing extending from the RBN to 10 miles SW; and within 2 miles each side of the Navy New Orleans RBN 131° bearing, extending from the 7-mile radius area to 10 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface, bounded by a line beginning at latitude 29° 33' 00" N., longitude 89° 16' 00" W.; to latitude 29° 13' 30" N., longitude 89° 51' 00" W.; to latitude 28° 57' 00" N., longitude 90° 01' 00" W.; to latitude 28° 59' 00" N., longitude 90° 15' 00" W.; to latitude 29° 11' 00" N., longitude 90° 25' 00" W.; to latitude 29° 15' 00" N., longitude 90° 25' 00" W.; to latitude 29° 15' 00" N., longitude 91° 05' 00" W.; to latitude 29° 31' 00" N., longitude 91° 05' 00" W.; to latitude 29° 31' 00" N., longitude 91° 11' 00" W.; to latitude 29° 47' 00" N., longitude 91° 11' 00" W.; to latitude 29° 53' 00" N., longitude 91° 00' 00" W.; to latitude 30° 13' 00" N., longitude 90° 57' 00" W.; to latitude 30° 17' 00" N., longitude 90° 45' 00" W.; to latitude 30° 38' 00" N., longitude 90° 48' 00" W.; to latitude 30° 38' 00" N., longitude 90° 11' 00" W.; to latitude 30° 54' 00" N., longitude 89° 35' 00" W.; to latitude 30° 41' 00" N., longitude 89° 18' 00" W.; to latitude 29° 41' 00" N., longitude 89° 18' 00" W.; thence to point of beginning; and that airspace extending upward from 3,000 feet MSL, bounded by a line beginning at latitude 29° 28' 35" N., longitude 89° 23' 50" W.; thence along the outer limits of the territorial waters of the United States to the northern boundary of Control Area 1226; thence NW along the N boundary of Control Area 1226 to latitude 29° 13' 30" N., longitude 89° 51' 00" W.; thence NE to point of beginning.

New Philadelphia. Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the New Philadelphia Airport (latitude 40° 28' 15" N., longitude 81° 25' 10" W.).

New River MCAF, N. C.
That airspace extending upward from 700 feet above the surface to and including 2,000 feet MSL, within a 12-mile radius of the MCAF New River RBN, excluding the portions within R-5306A, R-5306B, R-5306C, and the Camp Lejeune, N. C., transition area.

Norfolk, Va.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°10'35" N., longitude 76°17'35" W., to latitude 36°49'45" N., longitude 75°52'05" W., to latitude 36°29'25" N., longitude 76°09'40" W., to latitude 36°35'40" N., longitude 76°18'40" W., to latitude 36°54'00" N., longitude 76°27'30" W., to latitude 36°54'00" N., longitude 76°36'15" W., to latitude 37°10'30" N., longitude 76°46'00" W., to latitude 37°14'40" N., longitude 76°39'50" W., thence to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°38'15" N., longitude 77°19'15" W., to latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°38'30" N., longitude 75°31'30" W., thence S along the W boundary of W-386 and W-72 to latitude 36°19'00" N., longitude 75°44'45" W., to latitude 36°03'15" N., longitude 76°02'15" W., to latitude 36°13'25" N., longitude 76°47'30" W., thence clockwise along the arc of a 55-mile radius circle centered at latitude 36°57'44" N., longitude 76°24'44" W., to the point of beginning, excluding the portions within R-4006, R-5309, R-6606, R-6609, R-5301B, W-386, and the portion below 2,000 feet MSL outside the United States. The portion within R-6610 shall be used only after obtaining prior approval from the appropriate authority.
AMENDMENTS 5/28/64 29 F.R. 4793 (Added) Amend. Alt. 29 F. R. 5825

North Hilo, Hawaii
That airspace extending upward from 1,200 feet above the surface north of Hilo, Hawaii, bounded on the south by V-1 Hawaii, and on the west, north and east by a line extending from V-1 Hawaii, through latitude 20° 30' 00" N., longitude 155° 33' 30" W.; to latitude 20° 45' 00" N., longitude 155° 43' 00" W.; thence along latitude 20° 45' 00" N.; to longitude 155° 27' 00" W.; thence through latitude 20° 27' 22" N., longitude 155° 15' 00" W., to V-1 Hawaii.

AMENDMENTS 12/12/63 28 F. R. 10813 (Added);

North Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 234° bearing from the Wings Field, Philadelphia, Pa., RBN (latitude 40° 07' 33" N., longitude 75° 17' 08" W.) extending from the RBN to 8 miles SW of the RBN, within a 7-mile radius of the North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within a 7-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.) and including the airspace beginning at latitude 40° 17' 40" N., longitude 75° 21' 15" W., to latitude 40° 24' 10" N., longitude 75° 09' 20" W., to latitude 40° 18' 10" N., longitude 75° 03' 50" W., to latitude 40° 22' 05" N., longitude 74° 52' 00" W., to latitude 40° 10' 30" N., longitude 74° 48' 00" W., to latitude 40° 07' 30" N., longitude 74° 53' 30" W., to latitude 40° 02' 40" N., longitude 75° 08' 00" W., to latitude 40° 04' 30" N., longitude 75° 18' 50" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning.

AMENDMENTS 4/2/64 29 F. R. 2419 (Added)

Northway, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the 307° and 127° bearings from the Northway RR, extending from 8 miles SE to 12 miles NW of the RR; and that airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

AMENDMENTS 4/2/64 29 F. R. 2419 (Rewritten)

Ogdensburg, N. Y.
That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Watertown, N. Y., VOR 033° radial, extending from 33 miles NE to 65 miles NE of the VOR, excluding the portion outside the United States, excluding the airspace within Federal airways and outside the United States.

Oklahoma City, Okla.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39' 00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.;to latitude 35°22'30" N,, longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°28'00" W.; to latitude 35°15'30" N., longitude 97°28'00" W.;and within 8 miles NW and 5 miles SE of Oklahoma City VORTAC 230° radial, extending from the VORTAC to 12 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 57-mile radius of latitude 35°25'50" N., longitude 97°35'10" W., within 6 miles SE and 9 miles NW of the Oklahoma City VORTAC 242° radial, extending from the 57-mile radius area to 52 miles SW of the VORTAC, within 6 miles S and 9 miles N of the Oklahoma City VORTAC 282° radial, extending from the 57-mile radius area to 62 miles W of the VORTAC, and within 8 miles W and 5 miles E of the 360° and 180° bearings from Searcy Field, Stillwater, Okla. (latitude 36°09'30" N., longitude 97°05'00" W.), extending from 13 miles N to 7 miles S of the airport, excluding the portion N of a line extending from latitude 35°54'00" N., longitude 98° 25'00" W., to latitude 35°48'00" N., longitude 98°18'00" W., to latitude 36°03'00" N., longitude 97°23'30" W., to latitude 36°13'25" N., longitude 97°18'20" W.

AMENDMENTS 4/30/64 29 F. R. 2932 (Added)

Olean, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Olean Municipal Airport (latitude 42°14'20" N., longitude 78°22'30" W.), and within 2 miles each side of the Olean RBN 033° bearing, extending from the 7-mile radius area to 8 miles NE of the RBN, from 0800 hours, local time, to sunset daily.

AMENDMENTS 5/28/64 29 F.R. 4853; Amend. Alt. 29 F.R. 5787 (Rewritten);

O'Neill, Nebr.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the O'Neill VORTAC 273° and 093° radials, extending from 20 miles W to 9 miles E of the VORTAC.

Oshkosh, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Winnebago County Airport, Oshkosh, Wis. (latitude 43°59'20" N., longitude 88°33'15" W.), and within 8 miles E and 5 miles W of the Oshkosh VOR 176° radial, extending from the 8-mile radius area to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the E by V-217, on the SE by a line extending from latitude 43°41'40" N., longitude 87°58'10" W., to latitude 43°30'00" N., longitude 88°10'05" W., on the SW by a line extending from latitude 43°30'00" N., longitude 88°10'00" W., to latitude 43°52'00" N., longitude 88°59'00" W., on the W by a line extending from latitude 43°52'00" N., longitude 88° 59'00" W., to latitude 44°04'00" N., longitude 88°59'00" W., on the NW by a line extending from latitude 44° 04'00" N., longitude 88°59'00" W., to latitude 44°04'00" N., longitude 88°51'15" W., thence clockwise via the arc of a 16-mile radius circle centered at the Winnebago County Airport to latitude 44°12'00" N., longitude 88°25'30" W., thence via latitude 44°12'00" N. to the W boundary of V-217.

AMENDMENTS 9/17/64 29 F.R. 10502 (Changed)

Oswego, Kans.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR.

Otto, N. Mex.
That airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 35°14'00" N., on the E. by longitude 105°34'00" W., on the S. by latitude 34°57'25" N., and on the W. by a line extending from latitude 34°57'25" N., longitude 106°00'10" W., clockwise via the arc of an 8-mile radius circle centered at latitude 35°4'35" N., longitude 106°00'10" W., to latitude 35°11'20" N., longitude 106°01'20" W., thence N. via the arc of a 46-mile radius circle centered on the Albuquerque, N. Mex., VORTAC to latitude 35°14'00" N., longitude 106°02'05" W.

AMENDMENTS 7/25/64 29 F.R. 9533 (Rewritten)

Ottumwa, Iowa
That airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Ottumwa, Iowa, VORTAC 129° and 309° radials, extending from 5 miles NW to 12 miles SE of the VORTAC, and the airspace N of Ottumwa bounded on the N by V-6 S, and the SE by V-216 and on the SW by V-52.

Oxford, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.), and within 2 miles each side of the 257° bearing from the airport, extending from the 5-mile radius area to 8 miles W of the airport.

Palmdale, Calif.
That airspace extending upward from 1,200 feet above the surface bounded by a line extending from Lat. 35°34'30" N, Long. 116°23'30" W, thence to Lat. 35°28'35" N, Long. 116°18'45" W, thence S along Long. 116° 18'45" W to the NW boundary of V-8 N, thence along the NW boundary of V-8 N, the N boundary of V-12, the N boundary of V-137, and the E boundary of V-459 to latitude 35°36'15" N.; thence to latitude 35°37'30" N., longitude 117°47'30" W., thence to Lat. 35°40'30" N., Long. 117°47'00" W, thence to Lat. 36°05' 25" N, Long. 117°52'00" W, thence to Lat. 36°06'45" N, Long. 117°41'30" W, thence to Lat. 35°42'00" N, Long. 117°35'45" W, thence to Lat. 35°36'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°26'00" W, thence to Lat. 35°25'00" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°16'52" W, thence to Lat. 35°15'56" N, Long. 117°06'30" W, thence to Lat. 35°34'30" N, Long. 116°29'40" W, thence to point of beginning. The portions of this transition area within R-2502, R-2505, R-2506, R-2509, R-2515 and R-2524 shall be used only after obtaining prior approval from the appropriate authority.

AMENDMENTS 9/17/64 29 F.R. 11115 (Changed)

Panama City, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Panama City-Bay County Airport, Panama City, Fla. (latitude 30° 12' 45" N., longitude 85° 40' 55" W.), within 2 miles either side of the Panama City VOR 328° and 090° radials, extending from the 5-mile radius zone to 8 miles northwest and east of the airport, excluding the portion within the Panama City (Tyndall AFB) control zone; and that airspace extending upward from 1200 feet above the surface bounded by a line beginning at:

Latitude 29°43'10" N., longitude 85°27'00" W.; to latitude 30°04'00" N., longitude 85°56'00" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°44'50" N., longitude 86°07'15" W.; thence along the S boundary of V-22 and the W boundary of V-7W to latitude 29°52'30" N.; to latitude 29°52'30" N., longitude 84°34'40" W.; to latitude 29°47'00" N., longitude 84°40'00" W.; to latitude 29°43'35" N., longitude 84°39'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning. The portion within R-2912A and R-2912B will be used only after obtaing prior approval from the appropriate authority.

AMENDMENTS 3/5/64 29 F. R. 1842 (Changed); 9/17/64 29 F.R. 11113 (Changed);

Parker, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Pasco, Wash.
That airspace extending upward from 700 feet above the surface within 5 miles SW and 9 miles NE of the Pasco VOR 312° and 132° radials, extending from 3 miles NW to 12 miles SE of the Pasco VOR, and within a 5-mile radius of the Pasco Public Airport (latitude 46°15'50" N., longitude 119°06'55" W.), excluding the portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Pasco VOR 036° and 216° radials, extending from 6 miles SW to 12 miles NE of the Pasco VOR, excluding the portion within R-6715.

AMENDMENTS 7/23/64 29 F. R. 6530 (Rewritten)

Paso Robles, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Paso Robles VOR 332° and 342° radials, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.) to 10 miles NW of the VOR, and within 2 miles each side of the Paso Robles VOR 146° radial, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 12 miles NE and 7 miles SW of the Paso Robles VOR 326° and 146° radials, extending from 24 miles NW to 20 miles SE of the VOR. The airspace within R-2504 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 2/6/64 28 F. R. 13742 (Changed);

NAS Patuxent River, Md.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the NAS Patuxent River VOR, excluding the portion NW of a line extending from latitude 38°15'00" N., longitude 76°39'20" W., to latitude 38°26'20" N., longitude 76°14'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°44'40" N., longitude 75°58'05" W., to latitude 38°15'20" N., longitude 75°40'05" W., to latitude 38°16'10" N., longitude 75°42'20" W., to latitude 38°23'00" N., longitude 75°38'00" W., to latitude 38°57'00" N., longitude 75°53'00" W., to latitude 38°47'00" N., longitude 76°16'00" W., to latitude 38°14'00" N., longitude 76°46'00" W., to latitude 38°14'00" N., longitude 77°04'00" W., to point of beginning. The portions within R-4002, R-4005, R-4006, R-4007, R-4008 and R-6609 are excluded.

AMENDMENTS 6/25/64 29 F.R. 5457 (Added)

Peach Springs, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC.

Pellston, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Emmet County Airport, Pellston, Mich. (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles NW and 7 miles SE of the Pellston VOR 047° and 227° radials, extending from 3 miles SW to 12 miles NE of the VOR, and within 8 miles NE and 5 miles SW of the 132° bearing from the Pellston RBN, extending from the 8-mile radius area to 12 miles SE of the RBN.

Pendleton, Oreg.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41' 30" N., longitude 118°47'24" W.; that airspace extending upward from 1,200 feet above the surface within 11 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial extending from the 12-mile radius area to 39 miles SE of the VORTAC; within 10 miles SE and 7 miles NW of the Pendleton VORTAC 254° radial extending from the 12-mile radius area to 20 miles SW of the VORTAC; that airspace extending clockwise from a line 5 miles NW of and parallel to the Pendleton VORTAC 060° radial to a line 5 miles N of and parallel to the Pendleton VORTAC 090° radial extending from the 12-mile radius area to the arc of a 30-mile radius circle centered on the Pendleton VORTAC, and within 5 miles either side of the Pendleton VORTAC 090° radial extending from the 12 mile radius area to 34 miles E of the VORTAC.

Peoria, Ill.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 8-mile radius area to 8 miles SE of the OM; within 8 miles SW and 5 miles NE of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 41° 10' 10" N., on the E by longitude 88° 40' 00" W., on the S by latitude 40° 20' 00" N., and on the W by longitude 90° 00' 00" W.

AMENDMENTS 5/28/64 29 F.R. 555 (Added); 11/12/64 29 F. R. 12763 (Changed);

Philadelphia, Pa.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Philadelphia International Airport(latitude 39° 52' 30" N., longitude 75° 14' 20" W.); within 2 miles each side of the Philadelphia International Airport ILS localizer W course, extending from the OM to 8 miles W of the OM; within a 5-mile radius of the Bridgeport, N. J., Airport (latitude 39° 47' 40" N., longitude 75° 20' 25" W.); within 2 miles each side of the 329° bearing from the Philadelphia ILS OM, extending from the OM to 8 miles NW of the OM; within 2 miles each side of the Woodstown, N. J., VOR 350° radial, extending from the VOR to 10 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40° 30' 00" N., longitude 75° 20' 30" W., to latitude 40° 30' 00" N., longitude 75° 00' 00" W., to latitude 40° 24' 20" N., longitude 75° 45' 40" W., to latitude 40° 16' 10" N., longitude 74° 39' 20" W., to latitude 40° 00' 35" N., longitude 74° 54' 35" W., to latitude 39° 53' 00" N., longitude 74° 48' 00" W., to latitude 39° 43' 00" N., longitude 74° 48' 00" W., to latitude 39° 18' 20" N., longitude 75° 36' 40" W., to latitude 39° 50' 00" N., longitude 76° 19' 40" W., to latitude 39° 50' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 44' 00" W., to latitude 40° 05' 00" N., longitude 75° 25' 40" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning excluding the portion within 8 miles W and 5 miles E of the 328° bearing from latitude 39° 25' 02" N., longitude 75° 08' 07" W., extending from latitude 39° 25' 02" N., longitude 75° 08' 07" W., to 12 miles NW.

AMENDMENTS 4/2/64 29 F. R. 2419 (Added)

PENDING AMENDMENT

Phoenix, Ariz.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); within 2 miles each side of the Phoenix VORTAC 090° radial, extending from the Sky Harbor 8-mile radius area to 8 miles E of the VORTAC; within 2 miles each side of the Phoenix VORTAC 110° radial, extending from the Sky Harbor 8-mile radius area to 12 miles E of the VORTAC; within an 8-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 141° radial, extending from the Williams 8-mile radius area to 10 miles SE of the TACAN; and within 2 miles each side of the Chandler TACAN 123° radial, extending from the Williams 8-mile radius area to 9 miles SE of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°30'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to the point of beginning.

AMENDMENTS 12/10/64 29 F.R. 14104 (Added); 29 F. R. 14490 (Correction)

Picayune, Miss.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune Municipal Airport (latitude 30° 31' 20" N., longitude 89° 42' 25" W.), and within 2 miles each side of the Picayune VOR 332° radial, extending from the 5-mile radius area to 8 miles NW of the VOR.

AMENDMENTS 1/9/64 28 F. R. 11613 (Added);

Pierre, S. Dak.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pierre Municipal Airport (latitude 44° 22' 50" N., longitude 100° 17' 15" W.), within 2 miles each side of the Pierre VOR 077° radial, extending from the 8-mile radius area to 12 miles E of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4 miles E and 3 miles W of the Pierre VOR 357° radial, extending from the VOR to 8 miles N of the VOR, within 1 mile N and 5 miles S of the Pierre RBN 101° bearing, extending from the RBN to 12 miles E of the RBN, and within the area east of the Pierre VOR bounded on the N by a line 5 miles N of, and parallel to, the Pierre VOR 057° radial, on the E by the arc of a 30-mile radius circle centered on the Pierre VOR, and on the S by a line 5 miles S of, and parallel to, the Pierre VOR 077° radial.

AMENDMENTS 4/2/64 29 F.R. 555 (Added);

Pike, Ark.

That airspace extending upward from 1,200 feet above the surface within 12 miles SE and 8 miles NW of the Texarkana, Ark., VORTAC 033° radial, extending from 10 miles NE to 22 miles SW of the INT of the Texarkana VORTAC 033° and the El Dorado, Ark., VORTAC 317° radials.

Pittsburgh, Pa.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within an 8-mile radius of Allegheny County Airport, Pittsburgh, Pa. (latitude 40° 21' 15" N., longitude 79° 55' 40" W.), and the airspace within tangent lines extending from the Greater Pittsburgh 8-mile radius area to the Allegheny County 8-mile radius area; within 2 miles each side of the Greater Pittsburgh Runway 10-R-ILS localizer W course, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the Clinton, Pa., RBN; within 2 miles each side of the 272° bearing from the Greater Pittsburgh Runway 10-L-ILS OM, extending from the Greater Pittsburgh 8-mile radius area to 8 miles W of the OM, and within 2 miles each side of the Allegheny RBN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles W of the RBN; and that airspace extending upward from 1,200 feet, above the surface within a 37-mile radius of the Imperial, Pa., VORTAC, extending clockwise from the 249° to the 202° radials; within a 60-mile radius of the Imperial VORTAC, extending clockwise from the 202° to the 249° radials, excluding the portion N of a line extending from latitude 40° 56' 40" N., longitude 80° 36' 00" W., to latitude 40° 57' 00" N., longitude 80° 30' 00" W., to latitude 41° 01' 00" N., longitude 80° 08' 00" W.

AMENDMENTS 2/6/64 28 F. R. 12339 (Added); 9/17/64 29 F.R. 10502 (Changed);

Plainview, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Plainview VOR 354° and 174° radials, extending from 7 miles S to 13 miles N of the VOR; within 8 miles SE and 5 miles NW of the Plainview VOR 214° and 034° radials, extending from 7 miles NE to 13 miles SW of the VOR; and within 8 miles W and 5 miles E of the Plainview VOR 006° and 186° radials, extending from 7 miles S to 13 miles N of the VOR.

Pocatello, Idaho
That airspace extending upward from 700 feet above the surface within 5 miles SE and 4 miles NW of the Pocatello ILS localizer NE course, extending from the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), to 8 miles NE of the OM; within the area bounded on the W by a line 2 miles W of and parallel to the Pocatello VOR 015° radial, on the SE by a line 4 miles NW of and parallel to the Pocatello ILS localizer NE course, on the NE by the arc of a 13-mile radius circle centered on the Pocatello VOR, and on the S by the arc of a 5-mile radius circle centered on the Pocatello Municipal Airport; and that airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Pocatello VOR 167° radial, extending from the VOR to 18 miles S of the VOR; within 9 miles N and 8 miles S of the Pocatello VOR 252° radial, extending from the VOR to 18 miles SW of the VOR, and within 6 miles SE and 10 miles NW of the Pocatello VOR 045° radial, extending from the VOR to 27 miles NE of the VOR.

AMENDMENTS 6/25/64 29 F.R. 5317 (Rewritten)

Point Reyes, Calif.
That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-137, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°16'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38° 43'30" N., longitude 123°23'15" W., and on the N by latitude 38°43'30" N.

Ponca City, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.) within 2 miles each side of the Ponca City VORTAC 289° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an 8-mile radius of the Ponca City Municipal Airport; within 8 miles SE and 5 miles NW of the 225° bearing from the Ponca City RBN, extending from the 8-mile radius area to 13 miles SW of the RBN; within 8 miles SW and 5 miles NE of the Ponca City VORTAC 289° radial, extending from the 8-mile radius area to 13 miles NW of the VORTAC, and within 8 miles W and 5 miles E of the 359° bearing from the Ponca City RBN, extending from the RBN to 16 miles N of the RBN.

AMENDMENTS 4/2/64 29 F.R. 2306 (ADDED)

Pontiac, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.) and within 2 miles each side of the Pontiac VOR 271° radial, extending from the 7-mile radius area to 8 miles W of the VOR.

Portage, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles SW and 23 miles NE of the 122° and 302° bearings from the Portage RBN, extending from 20 miles NW to 40 miles SE of the RBN.

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Cochise, Ariz., VOR 096° radial, extending from 20 miles E to 56 miles E of the VOR.

Port Angeles, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the CGAS Port Angeles (Lat. 48°08'30" N, Long. 123°24'45" W), and that airspace extending upward from 1,200 feet above the surface bounded on the N by the United States/Canadian border, on the E by A-1, on the S by Lat. 48°03'00" N and on the W by Long. 123°35'00" W.

Port Huron, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Clair County Airport, Port Huron, Mich. (latitude 42° 54' 45" N., longitude 82° 31' 35" W.), and within 5 miles SW and 8 miles NE of the 152° bearing from St. Clair County Airport, extending from the airport to 16 miles SE of the airport, excluding the portion outside the United States.

Pratt, Kansas
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pratt Municipal Airport (latitude 37° 42' 10" N., longitude 98° 44' 55" W.), within 2 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the 6-mile radius area to 8 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 352° bearing from Pratt Municipal Airport, extending from the airport to 12 miles N of the airport, within 5 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the airport to 17 miles N of the airport, and within 5 miles each side of the 272° bearing from Pratt Municipal Airport, extending from the airport to 8 miles W of the airport.

AMENDMENTS 4/2/64 29 F. R. 1844 (Added)

Prescott, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles SW and 3 miles NE of the Prescott VORTAC 303° and 123° radials, extending from 1 mile SE to 8 miles NW of the VORTAC, and within 3 miles SW and 2 miles NE of the 157° and 337° bearings from the Prescott RBN, extending from 1 mile SE to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Prescott VORTAC, extending from a line 5 miles W of and parallel to the 337° bearing from the Prescott RBN clockwise to a line 5 miles W of and parallel to the Prescott VORTAC 159° radial; within a 12-mile radius of the Prescott VORTAC, extending from a line 5 miles W of and parallel to the Presoctt VORTAC 159° radial clockwise to a line 5 miles W of and parallel to the 337° bearing from the Prescott RBN; within 5 miles each side of the 337° bearing from the Prescott RBN, extending from the 20-mile radius area to 25 miles NW of the RBN.

AMENDMENTS 8/20/64 29 F.R. 8261 (Changed)

Preston, Minn.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Rochester, Minn., VOR 105° radial, extending from 20 miles to 42 miles E of the VOR.

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.

AMENDMENTS 1/9/64 28 F. R. 12341 (Rewritten); Alteration of Amend. (Date Changed) 2/6/64 28 F. R. 13769

Princeton, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Princeton Airport (latitude 45°12'05" N., longitude 67°34'00" W.); and within 2 miles each side of the Princeton VOR 143° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 4/30/64 29 F.R. 2931 (Added)

Promontory Point, Utah
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Ogden, Utah, VOR 316° radial, extending from 35 to 67 miles NW of the Ogden VOR.

Providence, R. I.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Theodore Francis Green Airport, Providence, R. I., (latitude 41°43'30" N., longitude 71°25'48" W.), within 2 miles each side of the Providence ILS localizer NE course, extending from the 8-mile radius area to the intersection of the Putnam, Conn., VORTAC 106° radial, within 5 miles SE and 8 miles NW of the Providence ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM, within a 12-mile radius of NAS Quonset Point, R. I., (latitude 41°35'55" N., longitude 71°24'50" W.), within a 7-mile radius of the New Bedford, Mass., Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.), within 8 miles SE and 11 miles NW of the New Bedford ILS localizer SW course, extending from the localizer to 12 miles SW of the OM, within a 5-mile radius of the Fall River, Mass., Municipal Airport (latitude 41°45'15" N., longitude 71°06'40" W.), and within 2 miles each side of the 028° bearing from latitude 41°45'15" N., longitude 71°06'55" W., extending from the Fall River Municipal Airport 5-mile radius area to 8 miles NE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°12'45" N., longitude 70°42'30" W.; to latitude 41°07'10" N., longitude 71°09'00" W.; to latitude 41°05'15" N., longitude 71°22'05" W.; to latitude 41°03'35" N., longitude 71°31'40" W.; to latitude 41°00'35" N., longitude 72°05'00" W., thence to latitude 41°18'00" N., longitude 72°30'30" W.; to latitude 41°40'00" N., longitude 72°08'00" W.; to latitude 41°55'00" N., longitude 71°59'00" W.; to latitude 41°47'45" N., longitude 71°46'40" W.; thence clockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°56'35" N., longitude 71°26'00" W.; to latitude 42°04'00" N., longitude 71°19'00" W.; to latitude 41°53'30" N., longitude 70°56'30" W.; to latitude 41°42'00" N., longitude 70°48'00" W.; to latitude 41°21'00" N., longitude 70°48'00" W.; to the point of beginning.

AMENDMENTS 10/15/64 29 F.R. 11836 (Added)

Pullman, Mich.

That airspace extending upward from 1,200 feet above the surface within the area bounded on the N by V-30S, on the E by longitude 86°36'00" W., on the SE by V-193, on the SW by the South Bend, Ind., VORTAC 314° radial and on the W by longitude 87°01'00" W.

Quantico, Va.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) and within 3 miles W and 2 miles E of the Brooke, Va., VORTAC 011° and 191° radials, extending from the 8-mile radius area to 2 miles S of the VORTAC. The portion of this transition area within R-6608 may be used only after obtaining prior approval from appropriate authority.

Quincy, Ill.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Quincy ILS localizer SW course, extending from 4 miles NE to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), and within 7 miles NW and 8 miles SE of the Quincy VORTAC 214° radial, extending from the 12-mile radius area to 12 miles SW of the VORTAC.

Rantoul, Ill.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Chanute AFB, and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°45'00" N., on the east by longitude 87°23'00" W., on the S by a line extending from latitude 40°07'00" N., longitude 87°23'00" W., to longitude 88°00'00" W., and the N boundary of V-50, thence via the N boundary of V-50 to longitude 88°40'00" W., and on the west by longitude 88°40'00" W.,
excluding the airspace within the Decatur, Ill., transition area.

AMENDMENTS 5/28/64 29 F.R. 3356 (Added); 10/15/64 29 F.R. 11527 (Changed);

Rawlins, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the 086° and 262° bearings from the Sinclair, Wyo., RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Municipal Airport (latitude 41°48' 15" N., longitude 107°12'05" W.) to 8 miles E of the RBN, and within 2 miles each side of the 272° bearing from the Sinclair RBN, extending from the arc of a 5-mile radius circle centered on the Rawlins Airport to the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles N and 9 miles S of the 086° and 262° bearings from the Sinclair RBN, extending from 12 miles E to 18 miles W of the RBN.

AMENDMENTS 7/23/64 29 F.R. 9893 (Rewritten)

Readsville, Mo.

That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Readsville VOR 280° and 100° radials, extending from 20 miles W to 9 miles E of the VOR.

Red Bluff, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC; within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles NW of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, and within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 12925 (Added);

Redwood Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Redwood Falls Municipal Airport (latitude 44° 32' 45" N., longitude 95° 04' 50" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Redwood Falls VOR 023° and 203° radials, extending from 4 miles N to 12 miles S of the VOR.

AMENDMENTS 4/2/64 29 F.R. 556 (Rewritten);

Reno, Nev.
That airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VOR, excluding the portions W of longitude 120°19'00" W., E of longitude 119°00'00" W., and within R-4805; and that airspace SW of Reno within 22 miles N and 13 miles S of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles E to 35 miles W of the VOR.

Rewey, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles either side of the Rewey VOR 123° and 299° radials, extending from 20 miles SE to 20 miles NW of the VOR.

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Rhinelander VOR, and within a 5-mile radius of the Drett Airport (Lat. 45°30'45" N, Long. 89°33'35" W).

Richmond, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Richmond Municipal Airport (latitude 39°45'20" N., longitude 84°50'30" W.); within 2 miles each side of the Richmond VOR 045° radial, extending from the 6-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Richmond VOR 243° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the 234° bearing from the Richmond RBN, extending from the 6-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 39°10'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°39'00" W., to latitude 39°30'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 85°30'00" W., to latitude 40°00'00" N., longitude 84°58'00" W., to latitude 40°10'00" N., longitude 85°05'45" W., to latitude 40°10'00" N., longitude 85°00'00" W., to latitude 39°40'00" N., longitude 84°25'00" W., to latitude 39°12'00" N., longitude 85°30'00" W., to point of beginning.

AMENDMENTS 8/20/64 29 F.R. 8141 (Added)

Richmond, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 136° radial, extending from the 8-mile radius area to 12 miles SE of the VOR; within 5 miles NW and 9 miles SE of the Richmond ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 77°44'00" W.;to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 37°55'30" N., longitude 76°46'00" W.; to latitude 36°38'15" N., longitude 77°19'15" W.; to latitude 36°33'00" N., longitude 77°57'00" W.; to latitude 36°33'00" N., longitude 78°43'00" W.; to latitude 37°00'00" N., longitude 78°38'00" W.; to the point of beginning, excluding the portion within R-6602.

AMENDMENTS 5/28/64 29 F.R. 3469 (Added)

Richwoods, Mo.
That airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Richwoods VOR 230° and 050° radials, extending from 7 miles NE to 13 miles SW of the VOR.

Riverton, Wyo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 2 miles each side of the Riverton VOR 121° radial extending from the 5-mile radius area to 8 miles SE of the VOR, and within 2 miles each side of the Riverton VOR 291° radial extending from the 5-mile radius area to 8 miles NW of the VOR; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Riverton VOR, and within 10 miles E and 7 miles W of the Riverton VOR 016° radial extending from the 20-mile radius area to 38 miles N of the VOR.

Rochester, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rochester-Monroe County Airport (latitude 43°07'20" N., longitude 77°39'55" W.); within 8 miles N and 5 miles S of the Rochester ILS localizer E course, extending from the Rochester-Monroe County Airport to 12 miles E of the OM; within 5 miles each side of the Rochester VOR 125° radial, extending from the 7-mile radius area to the INT of the Rochester VOR 125° and the Geneseo, N. Y., VORTAC 061° radials; within 2 miles each side of the Rochester VOR 168° radial, extending from the 7-mile radius area to 8 miles S of the VOR; and within 8 miles S and 5 miles N of the Rochester VOR 280° and 100° radials, extending from the Rochester-Monroe County Airport to 12 miles W; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from: latitude 43°24'00" N., longitude 76°53'00" W., to latitude 42°57'00" N., longitude 76°57'00" W., to latitude 42°32'00" N., longitude 77°36'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 43°06'00" N., longitude 78°21'00" W., to latitude 43°24'00" N., longitude 77°55'00" W., to point of beginning.

AMENDMENTS 5/28/64 29 F.R. 4853 (Added)

Rockaway, Oreg.
That airspace extending upward from 19,500 feet MSL bounded on the E by the continental control area, and on the S, W, and NW by a line extending from the boundary of the continental control area through latitude 45°24'00" N., longitude 124°13'00" W., to latitude 45°36'00" N., longitude 124°28'00" W., to latitude 45°44'00" N., longitude 124°28'00" W., through latitude 45°55'00" N., longitude 124°15'00" W., to the boundary of the continental control area, excluding the airspace within Federal airways.

Rockford, Ill.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 8 miles E and 5 miles W of the Rockford ILS localizer S course, extending from the Greater Rockford Airport to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42°45'00" N., on the E by longitude 88°30'00" W., on the S by latitude 41°55'00" N., and on the W by longitude 89°55'00" W.

Rockland, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rockland Airport (latitude 44°03'40" N., longitude 69°06'05" W.); within 2 miles each side of the 192° bearing from the Rockland RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the 292° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles W of the airport; and within 2 miles each side of the 332° bearing from the Rockland Airport, extending from the 5-mile radius area to 7 miles NW of the airport.

AMENDMENTS 4/30/64 29 F.R. 2931 (Added)

Rock Springs, Wyo.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Rock Springs ILS localizer E course, extending from 6 miles to 12 miles E of the OM; within 1 mile N and 5 miles S of the Rock Springs VORTAC 097° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport (latitude 41° 35' 45" N., longitude 109° 04' 00" W.), to 14 miles E of the VORTAC, and within 2 miles each side of the Rock Springs VORTAC 259° radial, extending from the arc of a 5-mile radius circle centered on Rock Springs Municipal Airport to 10 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7 miles N and 11 miles S of the Rock Springs VORTAC 079° and 259° radials, extending from 20 miles E to 20 miles W of the VORTAC, and that airspace within a 23-mile radius of the Rock Springs VORTAC, extending clockwise from a line 5 miles NW of and parallel to the Rock Springs VORTAC 026° radial to a line 5 miles S of and parallel to the VORTAC 097° radial.

AMENDMENTS 2/6/64 28 F. R. 13358 (Added);

Rockwood, Tenn.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Fowler Field (latitude 35°55'15" N., longitude 84°41'25" W.), and within 8 miles SW and 5 miles NE of the 120° bearing from latitude 35°55'17" N., longitude 84°41'27" W., extending from the 10-mile radius area to 12 miles SE of latitude 35°55'17" N., longitude 84°41'27" W., excluding the portion bounded on the NE by a line 8 miles SW of and parallel to the 120° bearing from latitude 35°55'17" N., longitude 84°41'27" W., and on the NW by a line 16 miles NW of and parallel to the Chattanooga, Tenn., VORTAC 037° radial.

AMENDMENTS 8/20/64 29 F. R. 8163 (Added); On Publ. 11/7/64 29 F. R. 15075 (Changed);

Rocky Point, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the 255° bearing from the Kodiak, Alaska, RR, extending from 18 miles E to 8 miles W of the INT of the 255° bearing from the Kodiak RR and the 132° bearing from the King Salmon, Alaska, RR.

Rome, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Russell Field, Rome, Ga. (latitude 34°21'00" N., longitude 85°09'30" W.), within 2 miles each side of the Rome VOR 349° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the 165° bearing from the Rome RBN, extending from the 8-mile radius area to 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the N. by latitude 34°37'00" N., on the E. by longitude 85°00'00" W., on the S. by latitude 33°59'00" N., and on the W. by longitude 85°21'00" W. excluding the portion which coincides with the Atlanta, Ga., transition area.

Roseburg, Oreg.
That airspace extending upward from 1,200 feet above the surface within 7 miles E and 10 miles W of the Roseburg VOR 175° and 355° radials extending from 20 miles N to 12 miles S of the VOR.

Roswell, N. Mex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 06' 00" N., longitude 104° 50' 00" W., to latitude 33° 23' 00" N., longitude 104° 50' 00" W., to latitude 33° 34' 00" N., longitude 104° 40' 00" W., to latitude 33° 34' 00" N., longitude 104° 25' 00" W., to latitude 33° 37' 00" N., longitude 104° 20' 00" W., to latitude 33° 26' 00" N., longitude 104° 07' 00" W., to latitude 33° 09' 00" N., longitude 104° 12' 00" W., to latitude 33° 02' 00" N., longitude 104° 30' 00" W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32° 40' 38" N., longitude 104° 58' 25" W., to latitude 32° 50' 40" N., longitude 105° 15' 00" W., to latitude 32° 58' 00" N., longitude 105° 09' 00" W., to latitude 33° 41' 30" N., longitude 105° 09' 00" W., thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB, Roswell, N. Mex., (latitude 33° 18' 05" N., longitude 104° 31' 20" W.) to latitude 33° 32' 00" N., longitude 103° 47' 35" W., to latitude 33° 04' 00" N., longitude 103° 48' 00" W.; thence clockwise via the arc of a 45-mile radius circle centered on Walker AFB to latitude 32° 44' 00" N., longitude 104° 54' 20" W., thence to point of beginning; and that airspace extending upward from 8,500 feet MSL within 5 miles each side of the Roswell VOR 350° radial, extending from the 45-mile radius area to 63 miles N of the Roswell VOR; within 5 miles each side of the Walker AFB TACAN 348° radial, extending from the 45-mile radius area to 67 miles N of the Walker TACAN; within 5 miles each side of the Roswell VOR 007° radial, extending from the 45-mile radius area to 69 miles N of the Roswell VOR; within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE of the Roswell VOR; within 5 miles each side of the Walker TACAN 192° radial, extending from the 45-mile radius area to 63 miles S of the Walker TACAN, and within 5 miles each side of the Roswell VOR 186° radial, extending from the 45-mile area to 65 miles S of the Roswell VOR. The portion of this transition area within 5 miles each side of the Roswell VOR 060° radial, extending from the 45-mile radius area to 64 miles NE is excluded from Federal airways.

AMENDMENTS 2/6/64 28 F. R. 12925 (Added);

Russell, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Russell Municipal Airport (latitude 38°52'25" N., longitude 98°48'45" W.),and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Russell VOR 007° and 187° radials, extending from 1 mile S to 12 miles NE of the VOR.

AMENDMENTS 9/17/64 29 F.R. 7313 (Added)

Saginaw, Mich.
That airspace extending upward from 1,200 feet above the surface, within a 14-mile radius of Tri-City Airport (latitude 43°31'54" N., longitude 84°04'54" W.), within 10 miles SW and 6 miles NE of the Saginaw VOR 317° radial, extending from the 14-mile radius area to 37 miles NW of the VOR, and within the area bounded on the N by latitude 43°36'00" N., and the 14-mile radius area, on the NE by the NE boundary of V-216, on the E by longitude 83°30'00" W, on the S by latitude 43°16'00" N., and on the W by longitude 84°25'00" W.

St. Clairsville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alderman Field, St. Clairsville, Ohio (latitude 40° 03' 25" N., longitude 80° 57' 55" W.), and within 2 miles each side of the Bellaire, Ohio, VOR 291° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 2/6/64 28 F. R. 12339 (Added)

St. Johns, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC.

St. Joseph, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 5 miles E and 8 miles W of the St. Joseph ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1200 feet above the surface bounded by a line extending from the INT of the S boundary of V-216 and the W boundary of V-13 SW along V-13 to latitude 39°44'00" N.; to latitude 39°44'00" N., longitude 94°43'20" W.; to latitude 39°30'00" N., longitude 94°49'00" W.; to latitude 39°30'00" N., longitude 95°09'00" W.; thence N along longitude 95°09'00" W. to its INT with the arc of a 20-mile radius circle centered at the Rosecrans Memorial Airport; thence clockwise along this arc to the W boundary of V-205; thence N along the W boundary of V-205 to the S boundary of V-216; thence E along the S boundary of V-216 to point of beginning; and that airspace N of St. Joseph bounded on the E by a line 5 miles NE of and parallel to the Neola, Iowa, VORTAC 142° radial, on the S by V-216 and on the W by V-15.

AMENDMENTS 4/30/64 29 F.R. 2999 (Changed); 9/17/64 29 F.R. 10502 (Changed);

St. Louis, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), within 5 miles SE and 8 miles NW of the Lambert-St. Louis Municipal Airport ILS localizer NE course, extending from the 10-mile radius area to 12 miles NE of the OM, within a 5-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'28" N., longitude 90°03'02" W.), within 2 miles each side of the 009° bearing from the Civic Memorial Airport, extending from the 5-mile radius area to 7 miles N of the airport, and within 5 miles S and 8 miles N of the 103° bearing from the Civic Memorial Airport, extending from the airport to 12 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport, within 6 miles SW and 9 miles NE of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles NW of the VORTAC, within a 40-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 5 miles W and 8 miles E of the 009° bearing from Civic Memorial Airport, extending from the airport to 19 miles N of the airport, excluding the airspace within the Vandalia, Ill., transition area and the portion within a 13-mile radius of the Centralia, Ill., VOR.
AMENDMENTS 8/20/64 29 F.R. 5388 (Changed)

St. Thomas, Pa.
That airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the St. Thomas VOR 251° and 067° radials, extending from 20 miles SW to 20 miles NE of the VOR, excluding the portion within R-5801 and R-5803, and the portion within the Washington, D. C. control area extension.

Salina, Kans.
That airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Schilling AFB, Salina, Kans., (Lat. 38°47'30" N, Long. 97°38'45" W); that airspace extending upward from 3,500 feet MSL in the area N of Salina, bounded on the E by the Emporia, Kans., VORTAC 346° radial, on the S by the N boundary of V-4 and the 286° radial of the Salina VORTAC. on the W by Long. 98°30'00" W., and on the N by V-216; and that airspace S of Salina bounded on the E by Long. 97°00'00" W, on the S by V-280 E of the Hutchinson, Kans., VORTAC and V-132 W of the Hutchinson VORTAC on the W by Long. 98°45'00" W, and on the N by V-4 W of the Salina VORTAC and V-4 S alternate E of the Salina VORTAC, excluding the portion within 25 miles of the Hutchinson RBN and the portions within the Manhattan, Kans., transition area, and within V-73 more than 25 miles from Schilling AFB. The portions of this transition area within R-3601 shall be used only after obtaining prior approval from the appropriate authority.
AMENDMENTS 4/30/64 29 F.R. 3356 (Changed) 6/25/64 29 F.R. 5540 (Changed)

Salisbury, Md.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Salisbury VOR 027° and 207° radials, extending from 9 miles SW to 20 miles NE of the VOR, excluding the portion within R-4006 and excluding the airspace within Federal airways.

Samsville, Ill.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Samsville VOR 266° and 086° radials, extending from 20 miles W to 9 miles E of the VOR.

San Angelo, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mathis Field, San Angelo, Tex. (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 8-mile radius area to 8-miles SW of the OM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 31°40'00" N., longitude 100°39'30" W.; to latitude 31°59'30" N., longitude 100°13'20" W.; to latitude 31°53'15" N., longitude 100°05'30" W.; to latitude 31°33'40" N., longitude 100°11'45" W.; to latitude 31°12'20" N., longitude 99°41'15" W.; to latitude 30°49'45" N., longitude 100°12'45" W.; to latitude 30°47'15" N., longitude 100°22'15" W.; to latitude 31°02'40" N., longitude 100°45'55" W.; to latitude 31°28'40" N., longitude 100°59'40" W.; to latitude 31°39'00" N., longitude 101°27'20" W.; to latitude 31°50'00" N., longitude 101°22'00" W.; to point of beginning. The portion within R-6309 shall be used only after obtaining prior approval from appropriate authority.

San Diego, Calif.

That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 15' 00" N., longitude 117° 30' 30" W., to latitude 33° 15' 00" N., longitude 117° 17' 00" W., to latitude 33° 00' 00" N., longitude 117° 07' 00" W., to latitude 33° 00' 00" N., longitude 116° 51' 00" W., thence S along longitude 116° 51' 00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border, and Flight Information Region Boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 33' 00" N., longitude 117° 27' 30" W., thence N to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33° 30' 00" N., longitude 117° 30' 00" W., thence to latitude 33° 30' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 05' 00" W., thence S via longitude 116° 05' 00" W., to the United States/Mexican Border, thence W via the United States/Mexican Border and Flight Information Region boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 37' 15" N., longitude 117° 31' 50" W., thence to latitude 32° 34' 45" N., longitude 117° 39' 00" W., thence to latitude 32° 49' 30" N., longitude 117° 45' 15" W., thence to latitude 32° 57' 40" N., longitude 117° 35' 00" W., thence to latitude 33° 11' 00" N., longitude 117° 48' 55" W., thence to latitude 33° 15' 00" N., longitude 117° 30' 00" W., thence N via longitude 117° 30' 00" W., to the point of beginning, excluding the portion within W-536. The portion of this transition area within R-2503 shall be used only after obtaining prior approval from appropriate authority.

AMENDMENTS 4/2/64 29 F. R. 1445 (Added);

Sandusky, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.); within 2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Griffing-Sandusky Airport; within a 21-mile radius of the Griffing-Sandusky Airport, bounded on the N by the 12-mile radius area on the E by the 163° bearing from the airport, and on the W by the 229° bearing from the airport; and within the area bounded on the NE by V-297, on the SE by V-232, on the SW by the 12-mile radius area, and on the NW by the 034° bearing from the Griffing-Sandusky Airport.

San Luis Obispo, Calif.

That airspace extending upward from 1,200 feet above the surface N of San Luis Obispo bounded on the SW by V-27, on the E by V-25 W, and on the N by a line extending from V-27 through latitude 35°30'00" N. longitude 120°56'00" W., and latitude 35°32'00" N., longitude 120°48'00" W., to V-25 W; and W of San Luis Obispo bounded on the NE by V-27 and the Lompoc, Calif., control area extension, and on the W and SW by a line extending from V-27 through latitude 35°17'00" N., longitude 121°00'00" W., to latitude 35°10'00" N., longitude 120°55'00" W., thence through latitude 35°04'00" N., longitude 120°44'30" W. to the Lompoc, Calif., control area extension.

San Simon, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz. and Portal, Ariz. transition areas.

Santa Barbara, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the W by V-25, on the N by V-248, on the NE by V-107, on the E by Long. 119°30'00" W, and on the S by V-12.

Santa Catalina, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 117° 30' 00" W., on the S by a line extending from latitude 33° 15' 00" N., longitude 117° 30' 00" W., to latitude 33° 11' 00" N., longitude 117° 48' 55" W., to latitude 33° 18' 00" N., longitude 118° 34' 00" W., on the W by longitude 118° 34' 00" W., and on the N by latitude 33° 30' 00" N., excluding the portion within Control Area 1177. The portion of this transition area within R-2503 shall be used only after obtaining prior approval from appropriate authority.
4/2/64 29 F. R. 1445 (Added);

Santa Fe, N. Mex.

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), within 2 miles each side of the Santa Fe VORTAC 165° radial, extending from the 10-mile radius area to 8 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°14' 00" N., longitude 106°02'05" W.; thence counterclockwise along the arc of a 46-mile radius circle centered on the Albuquerque VORTAC; to latitude 35°37'35" N., longitude 106°24'48" W.; to latitude 35°47'00" N., longitude 106°15'00" W.; to latitude 35°47'00" N., longitude 105°50'00" W.; to latitude 35°14'00" N., longitude 105°50'00" W.; to point of beginning, excluding the portion within R-5101.

Savannah, Ga.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Travis Field; within a 12-mile radius of Hunter AFB; within 2 miles each side of the Savannah VORTAC 065° radial, extending from the Travis Field 7-mile radius area to 8 miles NE of the VORTAC; within 2 miles each side of the Travis Field ILS localizer E course, extending from the Travis Field 7-mile radius area to 8 miles E of the INT of the ILS localizer E course and the Savannah VORTAC 179° radial; and within 2 miles each side of the Travis Field ILS localizer W course, extending from the Travis Field 7-mile radius area to the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°45'50" N., longitude 80° 30'30" W.; to latitude 32°29'30" N., longitude 80°12'00" W.; thence SW via a line 3 nautical miles from the coastline; to latitude 32°13'00" N., longitude 80°30'00" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 31°30'00" N., longitude 80°51'05" W.; thence W via latitude 31°30'00" N., to the E boundary of V-267; thence northwest via the E boundary of V-267 to latitude 31°35'00" N., thence E via latitude 31°35'00" N., to latitude 31°35'00" N., longitude 81°46'35" W.; to latitude 31°38'10" N., longitude 81°43'35" W.; thence clockwise along the arc of a 20-mile radius circle centered on Liberty AAF, Fort Stewart, Ga. (latitude 31°53' 20" N., longitude 81°33'45" W.); to latitude 32°04'10" N., longitude 81°50'00" W.; thence W via latitude 32° 04'10" N., to the E boundary of V-157; thence NE via the E boundary of V-157 to V-18; thence E via the S boundary of V-18 to V-3; thence S via the W boundary of V-3 to latitude 32°44'00" N.;thence E via latitude32°44'00" N., to latitude 32°44'00" N., longitude 80°43'25" W.; to the point of beginning; and that airspace extending upward from 2,700 feet MSL bounded on the N by latitude 32°04'10" N.; on the E by the arc of a 20-mile radius circle centered on Liberty AAF; on the SE by a line extending from latitude 31°38'10" N., longitude 81°43'35" W., through latitude 31°35'00" N., longitude 81°46'35" W.; on the S by latitude 31°35'00" N.; and on the W by V-267 and V-157.

AMENDMENTS 4/30/64 29 F.R. 3293 (Rewritten)

Scottsbluff, Nebr.

That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 7 miles NE to 13 miles SW of the VORTAC; within 5 miles S and 8 miles N of the Scottsbluff VORTAC 259° and 080° radials, extending from 4 miles W to 13 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Scottsbluff VORTAC.

Searchlight, Nev.

That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Las Vegas, VORTAC 157° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 157° and the Goffs, Calif., VOR 030° radials.

Sedalia, Mo.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.), and within 2 miles each side of Whiteman ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at longitude 93° 30' 00" W., and the south boundary of V-12, thence north via longitude 93° 30' 00" W., to the south boundary of V-4, thence east along the south boundary of V-4 to longitude 92° 31' 00" W., thence south along longitude 92° 31' 00" W., to the south boundary of V-12, thence west along the south boundary of V-12 to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman VOR, to the east boundary of V-205, thence northwest along the east boundary of V-205 to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39° 07' 20" N., longitude 94° 35' 30" W.) to the south boundary of V-12, thence east along the south boundary of V-12 to the point of beginning; and that airspace extending upward from 2,500 feet MSL bounded on the north by the south boundary of V-12, on the east by longitude 92° 31' 00" W., and the west boundary of V-63, on the south by the arc of a 25-mile radius circle centered on Springfield, Mo., Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.), on the west by the east boundary of V-205 and the arc of a 29-mile radius circle centered on the Whiteman VOR.

3/5/64 28 F. R. 13929 (Added);

Shenandoah, Pa.

That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Selinsgrove, Pa., VORTAC 083° radial, extending from 10 miles E to 43 miles E of the VORTAC, excluding the portions within Federal Airways, the New York, N. Y., control area extension and the Williamsport, Pa., transition area.

Sheridan, Wyo.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sheridan VORTAC 318° radial, extending from the VORTAC to 3 miles NW of the VORTAC, and within 2 miles NE and 3 miles SW of the Sheridan RBN 133° bearing, extending from the arc of a 5-mile radius circle centered on Sheridan County Airport (latitude 44° 46' 25" N., longitude 106° 58' 15" W.) to 14 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Sheridan VORTAC 137° and 317° radials, extending from 25 miles SE to 15 miles NW of the VORTAC.

AMENDMENTS 2/6/64 28 F. R. 13358 (Added);

Shuyak, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles W either side of the 167° and 347° bearings from the Shuyak RBN, extending from 13 miles N to 14 miles S of the RBN.

Sidney, Nebr.
That airspace extending upward from 1,200 feet above the surface within 7 miles N and 10 miles S of the Sidney VOR 261° and 081° radials, extending from 20 miles W to 9 miles E of the Sidney VOR, excluding the airspace within Federal airways.

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Sitka RR SW course, extending from 2 miles SW to 8 miles SW of the RR; within 2 miles each side of the Biorka, Alaska, VORTAC 207° radial, extending from 2 miles SW to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Biorka VORTAC 027° and 207° radials, extending from 6 miles NE to 14 miles SW of the VORTAC.

Skwentna, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Slate Run, Pa.
That airspace extending upward from 1,200 feet above the surface within 12 miles N and 8 miles S of the Stonyfork, Pa., VORTAC 276° radial, extending from 8 miles W to 40 miles W of the VORTAC, excluding the airspace within Federal airways.

Spokane, Wash.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.); and that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of Fairchild AFB, Spokane (latitude 47°36'55" N., longitude 117°39'20" W.), within a 52-mile radius of Fairchild AFB, extending clockwise from the Spokane VORTAC 024° radial to a line 5 miles S of and parallel to the Spokane VORTAC 094° radial, and clockwise from a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial to the Spokane VORTAC 300° radial; and that airspace S of Spokane extending from the 52-mile radius area bounded on the E by longitude 117°32'00" W., on the S by V-536, and on the W by V-281; that airspace extending upward from 7,000 feet MSL within the area bounded by the arcs of 38 and 52-mile radius circles centered on Fairchild AFB, extending clockwise from the Spokane VORTAC 300° to the 024° radials; and that airspace extending upward from 6,000 feet MSL within the area bounded by arcs of 38 and 52-mile radius circles centered on Fairchild AFB, extending clockwise from a line 5 miles S of and parallel to the Spokane VORTAC 094° radial to a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial, excluding the portion within a 39-mile radius of Larson AFB, Moses Lake, Wash.

AMENDMENTS 6/25/64 29 F.R. 5316 (Added)

Springfield, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital Airport, Springfield, Ill., (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the Springfield RR 214° bearing, extending from the 7-mile radius area to 12 miles SW of the RR, and within 2 miles each side of the ILS localizer SW course, extending from the 7-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 26-mile radius of Capital Airport, extending clockwise from the Capital VOR 164° radial to a line 5 miles SE of and parallel to the Capital VOR 058° radial; within a 15-mile radius of the Capital VOR, extending clockwise from a line 5 miles SE of and parallel to the Capital VOR 058° radial to the Capital VOR 164° radial; that airspace extending from the 26-mile radius area bounded on the E by longitude 89°33'00" W., on the SE by V-426, on the S by the arc of a 33-mile radius circle centered on the Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), on the W by the W boundary of V-9W and longitude 90°10'00" W.; and that airspace W of Springfield within 6 miles N and 10 miles S of the Capital VOR 269° radial, extending from the 26-mile radius area to 45 miles W of the VOR.

AMENDMENTS 8/20/64 29 F. R. 5388 (Added)

Springfield, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.), within 2 miles each side of the 324° bearing from the Springfield RBN, extending from the 7-mile radius area to 8 miles NW of the RBN, within 5 miles W and 8 miles E of the Springfield ILS localizer S course, extending from 1 mile N to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Springfield Municipal Airport, within 9 miles N and 6 miles S of the Springfield VORTAC 058° radial, extending from the 25-mile radius area to 43 miles NE of the VORTAC, within 6 miles W and 9 miles E of the Springfield VORTAC 146° radial, extending from the 25-mile radius area to 41 miles SE of the VORTAC, within 5 miles NW and 8 miles SE of the Dogwood, Mo., VOR 053° radial, extending from the VOR to 7 miles NE of the VOR, and within 9 miles E and 6 miles W of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles SW of the VORTAC.
3/5/64 29 F. R. 132 (Added);

Stansbury, Utah
That airspace extending upward from 1,200 feet above the surface within 12 miles S and 8 miles N of the Salt Lake City, Utah, VORTAC 265° radial, extending from 13 miles to 45 miles W of the VORTAC.

Stillwater, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Searcy Field, Stillwater, Okla. (latitude 36° 09' 30" N longitude 97° 05' 05" W.), and within 5 miles E and 8 miles W of the 359° bearing from the airport, extending from the airport to 12 miles N
4/2/64 29 F R 2308 (ADDED)

Stockton, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N.

Stonyfork, Pa.
That airspace extending upward from 1,200 feet above the surface within 11 miles SE and 7 miles NW of the Stonyfork VORTAC 029° and 209° radials, extending from 4 miles NE to 26 miles SW of the VORTAC, and within 10 miles S and 7 miles N of the Stonyfork VORTAC 278° and 098° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the portion within the Williamsport, Pa., transition area.

Sturgis, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Kirsch Airport, Sturgis, Mich., (latitude 41° 48' 50" N., longitude 85° 26' 10" W.), and within 8 miles NW and 5 miles SE of the 059° bearing from Kirsch Airport, extending from Kirsch Airport to 12 miles NE of the airport.

Summit Alaska
That airspace extending upward from 1,200 feet above the surface within 25 miles W and 16 miles E of the 187° and 007° bearings from the Summit RR, extending from 22 miles S to 42 miles N of the RR.

Talkeetna, Alaska
That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways.

Tanana, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Tanana RR SW course, extending from the RR to 12 miles SW; and within 5 miles NW and 8 miles SE of the Tanana VOR 246° radial, extending from the VOR to 12 miles SW; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 093° to the 280° radials, and within an 8-mile radius of the Tanana VOR, extending clockwise from the Tanana VOR 280° to the 093° radials.
AMENDMENTS 8/20/64 29 F. R. 7505 (Rewritten)

Taunton, Mass.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Taunton Municipal Airport (latitude 41°52'35" N., longitude 71°01'00" W.), and within 2 miles each side of the Whitman, Mass., VOR 187° radial, extending from the 4-mile radius area to the Whitman VOR

AMENDMENTS 10/15/64 29 F.R. 11836 (Added)

Taylor, Fla.
That airspace southwest of Taylor extending upward from 2,500 feet MSL bounded on the N by V-22, on the E by V-157 and on the SW by V-159.

Terre Haute, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hulman Field, Terre Haute, Ind. (latitude 39°27'05" N., longitude 87°18'30" W.); within 2 miles each side of the Terre Haute ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM; within 2 miles each side of the 198° bearing from the Terre Haute LOM, extending from the 7-mile radius area to 8 miles S of the LOM; and within 5 miles SE and 10 miles NW of the Terre Haute VOR 051° radial, extending from the VOR to 13 miles NE.

The Dalles, Oreg.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of The Dalles VORTAC 096° and 276° radials, extending from 9 miles W to 20 miles E of the VORTAC, excluding the airspace within Federal airways.

Thurman, Colo.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Thurman VOR 100° and 280° radials, extending from 20 miles E to 9 miles W of the VOR.

PENDING AMENDMENT
Toccoa, Georgia
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Toccoa, Ga., Airport (latitude 34°35'35" N., longitude 83°17'45" W.); within 2 miles each side of the 180° and 360° radials of the Toccoa VOR extending from the 4-mile radius area to 6 miles N of the VOR; including that airspace extending upward from 1200 feet above the surface 5 miles W and 8 miles E of the 360° radial of the Toccoa VOR extending from the VOR to 12 miles N of the VOR.

AMENDMENTS 1/7/65 29 F. R. 14786 (Added)

Tonopah, Nev.
That airspace extending upward from 700 feet above the surface within 5 miles W and 3 miles E of the Tonopah VOR 352° and 172° radials, extending from 9 miles N to 2 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Tonopah VOR, excluding the portions within R-4807 and R-4809.

Topeka, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans. (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 039° radial, extending from the 7-mile radius area to 8 miles NE of the VORTAC, within 5 miles SW and 8 miles NE of the Philip Billard Airport ILS localizer NW course, extending from 3 miles SE to 12 miles NW of the OM; within a 7-mile radius of Forbes AFB, Topeka, Kans. (latitude 38°57'10" N., longitude 95°39'50" W.), and within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 7-mile radius area to 9 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°22'30" N., longitude 96°02'00" W., thence SE along a line 8 miles NE of and parallel to the Emporia, Kans., VORTAC 134° radial to the S boundary of V-10, thence NE along the S boundary of V-10 to laltidue 38°53'00" N., longitude 95°05'10" W., thence NW to latitude 38°59'00" N., longitude 95°12'20" W., thence N to latitude 39°30'00" N., longitude 95°09'00" W., thence N along longitude 95°09'00" W., to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, St. Joseph, Mo. (latitude 39°46'23" N., longitude 94°54'31" W.), thence clockwise along the arc of the 20-mile radius circle to the W boundary of V-77, thence SW along the W boundary of V-77 to the arc of a 28-mile radius circle centered on the Philip Billard Airport, thence counterclockwise along the arc of the 28-mile radius circle to longitude 95°45'00" W., thence NW to latitude 39°40'00" N., longitude 95°57'00" W., thence SW to latitude 39°26'50" N., longitude 96°30'50" W., thence SE along the Emporia VORTAC 346° radial to the arc of a 23-mile radius circle centered on Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.), thence clockwise along the arc of the 23-mile radius circle to the intersection of the Emporia VORTAC 346° radial, thence SE along the Emporia VORTAC 346° radial to the arc of a 5-mile radius circle centered on the Emporia Municipal Airport, Emporia, Kans. (latitude 38°20'00" N., longitude 96°11'15" W.), thence clockwise along the arc of the 5-mile radius circle to the Emporia VORTAC 044° radial, thence NE along the 044° radial to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at Lat. 40°02'20" N., Long. 96°43'00" W., thence E along the S boundary of V-216 and V-50 to the arc of a 20-mile radius circle centered on the Rosecrans Memorial Airport, thence counterclockwise along the arc of the 20-mile radius circle to the W boundary of V-77, thence SW along the west boundary of V-77 to the arc of a 28-mile radius circle centered on Philip Billard Airport, thence counterclockwise along the arc of the 28-mile radius circle to longitude 95°45'00" W., thence NW to latitude 39°40'00" N., longitude 95°57'00" W., thence SW to latitude 39°26'50" N., longitude 96°30'50" W., thence NW to the point of beginning.

AMENDMENTS 4/30/64 29 F.R. 3356 (Changed); Amend. Alt. 29 F.R. 5457; 9/17/64 29 F.R. 10502 (Changed);

Traverse City, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.), within 5 miles SW and 8 miles NE of the Traverse City VOR 158° radial, extending from the 8-mile radius area to 14 miles S of the VOR, and within 5 miles SW and 8 miles NE of the 137° bearing from the Traverse City RBN, extending from the 8-mile radius area to 14 miles SE of the RBN.

Tremonton, Utah
That airspace extending upward from 1,200 feet above the surface bounded on the NE by a line extending from V-21 to V-288 through Lat. 41°50'00" N, Long. 112°12'30" W, and Lat. 41°40'00" N, Long. 112°05'00" W, on the S by V-288 and on the W by V-21.

Tri-City, Tenn.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.) and the airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Tri-City Municipal Airport.

Truth or Consequences, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the Truth or Consequences VOR 013° and 193° radials, extending from 20 miles N to 9 miles S of the VOR, and within 5 miles each side of the Truth or Consequences VOR 143° radial, extending from the 8-mile radius area to 23 miles SE of the VOR. The portion of this transition area within R-5111 shall be used only after obtaining prior approval from appropriate authority.

Tuba City, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Tuba City VOR 076° and 256° radials, extending from 9 miles E to 20 miles W of the VOR.

Tucson, Ariz.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'35" W.); within 3 miles NE and 13 miles SW of the Tucson VORTAC 138° radial, extending from the 10-mile radius area to 9 miles SE of the VORTAC, and within 9 miles SW and 1 mile NE of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°33'00" N., longitude 111°45'00" W.; to latitude 32°33'00" N., longitude 110°52'00" W.; thence N via longitude 110°52'00" W, to the S boundary of V-94; thence SE via the S boundary of V-94 to longitude 110°00'00" W.; thence S to latitude 31°39'00" N., longitude 110°00'00" W.; to latitude 31°39'00" N., longitude 111°00'00" W.; to latitude 32°00'00" N., longitude 111°45'00" W.; to point of beginning, excluding the portion within R-2303.

AMENDMENTS 7/23/64 29 F.R. 7418 (Added); 9/17/64 29 F.R. 11115 (Changed);

Tucumcari, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.); and that airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Tucumcari VOR 267° and 087° radials, extending from 23 miles W to 12 miles E of the VOR; and within 8 miles NW and 5 miles SE of the Tucumcari VOR 033° radial, extending from the VOR to 12 miles NE.

Tupelo, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tupelo Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.), within 2 miles each side of the Tupelo VOR 215° radial, extending from the 5-mile radius area to 8 miles SW of the VOR; and the airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Tupelo Municipal Airport.

Twenty-Nine Palms, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 115°12'00" W, on the S by Lat. 33°28'00" N, on the W by the W boundary of V-208 and V-117, the S boundary of V-16, and Long. 116°28'00" W, and on the N by Lat. 34°17'00" N, excluding the portion within R-2501 and R-2507.

Twin Falls, Idaho
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Twin Falls VOR; within 8 miles N and 5 miles S of the Twin Falls VOR 086° radial, extending from the VOR to 12 miles E of the VOR, and within 2 miles each side of the Twin Falls VOR 195° radial, extending from the 7-mile radius area to 10 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Twin Falls VOR, extending clockwise from the VOR 038° radial to the VOR 311° radial; within a 27-mile radius of the Twin Falls VOR, extending clockwise from the VOR 311° radial to the VOR 038° radial, and within 9 miles SW and 6 miles NE of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles NW of the VOR.

AMENDMENTS 2/6/64 28 F. R. 13357 (Rewritten)

Unalakleet, Alaska
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the 290° and 110° bearings from the Unalakleet RR, extending from 24 miles W to 9 miles E of the RR, excluding the airspace within Federal airways.

Vandalia, Ill

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.); within 2 miles either side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR; the airspace S and SW of the Vandalia VOR extending upward from 1,200 feet above the surface within a 15-mile radius of the Vandalia VOR extending clockwise from the Vandalia VOR 100° radial to the Vandalia VOR 239° radial; within 10 miles NW and 7 miles SE of the Vandalia VOR 074° and 254° radials extending from 20 miles NE to 9 miles SW of the VOR; and within 8 miles W and 5 miles E of the Vandalia VOR 003° radial extending from the VOR to 12 miles N, excluding the portion within V-12

Vichy, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.), Vichy, Mo.; within 2 miles either side of the Vichy VORTAC 067° radial extending from the 5-mile radius area to 8 miles NE of the VORTAC; and the airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Vichy VORTAC 239° and 059° radials extending from 20 miles SW to 9 miles NE of the VORTAC.

Vicksburg, Miss.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vicksburg Municipal Airport (latitude 32°14'20" N., longitude 90°55'40" W.); within 2 miles each side of the 276° bearing from the Vicksburg Municipal Airport, extending from the 6-mile radius area to 8 miles W of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles S and 5 miles N of the 276° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles W; and within 5 miles each side of the 096° bearing from the Vicksburg Municipal Airport, extending from the airport to 12 miles E.

AMENDMENTS 4/30/64 29 F.R. 2934 (Added)

Victoria, Tex.

That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the Victoria VOR 313° radial, extending from the VOR to 12 miles NW of the VOR; within 8 miles SW and 5 miles NE of the 324° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from latitude 28° 51' 30" N., longitude 96° 55' 00" W., to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 29° 00' 00" N., longitude 97° 17' 00" W.; to latitude 29° 08' 00" N., longitude 97° 00' 00" W., to latitude 28° 52' 50" N., longitude 96° 28' 30" W.; to latitude 28° 47' 25" N., longitude 96° 35'20" W; through latitude 28°43'40" N., longitude 96°28'00" W.; to the N boundary of V-20; thence sw via the N boundary of V-20 to longitude 97°05'00" W.; to point of beginning.

AMENDMENTS 4/2/64 29 F.R. 557 (Added); 9/17/64 29 F.R 10501 (Changed);

Victorville, Calif.

That airspace extending upward from 1,200 feet above the surface bounded on the N by V-12, on the SE by V-8 and on the SW by V-137. The portion of this transition area within R-2526 shall be used only after obtaining prior approval from the appropriate authority

AMENDMENTS 8/20/64 29 F.R. 8260 (Changed)

PENDING AMENDMENT

Visalia, Calif.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 121° and 301° radials, extending from the 5-mile radius area to 8 miles NW of the VOR.

AMENDMENTS 1/7/65 29 F. R. 14168 (Added)

PENDING AMENDMENT

Wake Island

That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Wake Island VORTAC.

AMENDMENTS 12/10/64 29 F.R. 14103 (Added)

Walla Walla, Wash.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Walla Walla VOR 355° radial, extending from the arc of a 5-mile radius circle centered on the Walla Walla City-County Airport (latitude 46° 05' 35" N., longitude 118° 17' 20" W.), to 8 miles N of the VOR; within 2 miles each side of the Walla Walla RBN 015° bearing, extending from the arc of a 5-mile radius circle centered on the Walla Walla Airport to 8 miles N of the RBN, and within 2 miles NW and 5 miles SE of the Walla Walla VOR 040° radial, extending from the arc of a 5-mile radius circle centered on the Walla Walla Airport to 12 miles NE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 12 miles NW of the Walla Walla VOR 023° and 203° radials, extending from 14 miles SW to 28 miles NE of the VOR, and within 6 miles SE and 9 miles NW of the Pendleton, Oreg., VOR 025° radial, extending from 33 miles NE to 61 miles NE of the VOR, excluding the portion within the Pendleton transition area.

AMENDMENTS 4/2/64 29 F. R. 2308 (ADDED)

PENDING AMENDMENT
Walnut Ridge, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Walnut Ridge Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VOR 244° radial extending from the 5-mile radius area to 8 miles SW of the VOR; that airspace extending upward from 1200 feet above the surface within 8 miles SE and 5 miles NW of the Walnut Ridge VOR 244° and 064° radials, extending from 13 miles SW to 7 miles NE of the VOR, and within 5 miles each side of the Walnut Ridge VOR 020° radial, extending from the VOR to 23 miles N, excluding that portion within the Memphis, Tenn., transition area.

AMENDMENTS 1/7/65 29 F. R. 14523 (Added)

Washington, D. C.
That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at latitude 38°37'20" N., longitude 77°35'30" W., extending N to latitude 38°50'30" N., longitude 77°35'20" W., thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va. (latitude 38°56'40" N., longitude 77°27'24" W.), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.) to latitude 38°40'15" N., longitude 76°55'10" W., to latitude 38°35'00" N., longitude 76°54'20" W., to latitude 38°35'00" N., longitude 77°11'40" W., thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) to latitude 38°35'10" N., longitude 77°24'20" W., thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°05'26" N., longitude 78°12'02" W., to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 38°14'00" N., longitude 76°46'00" W.; to latitude 38°47'00" N., longitude 76°16'00" W.; to latitude 38°57'00" N., longitude 76°22'00" W.; to latitude 39°09'00" N., longitude 77°12'00" W.; to latitude 39°18'00" N., longitude 77°22'00" W.; to the point of beginning. The portions of this transition area within R-6601, R-6608, R-6611, R-6612 and R-6613 may be used only after obtaining prior approval from appropriate authority. The portion within P-56 is excluded.

Waterville, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robert La Fleur Airport, Waterville, Maine (latitude 44°32'10" N., longitude 69°40'30" W.); and within 2 miles each side of the 222° bearing from the Waterville RBN, extending from the 5-mile radius area to 8 miles SW of the RBN, excluding the portion within the Augusta, Maine, transition area.

AMENDMENTS 4/30/64 29 F.R. 2931 (Added)

Watkins Glen, N. Y.
That airspace extending upward from 1,200 feet above the surface within 7 miles NE and 10 miles SW of the Watkins Glen VOR 120° and 300° radials, extending from 9 miles SE to 20 miles NW of the VOR, excluding the airspace within Federal airways.

Waukon, Iowa
That airspace extending upward from 1,200 feet above the surface within 12 miles NE and 8 miles SW of the Waukon VOR 123° and 303° radials, extending from 22 miles SE to 10 miles NW of the VOR.

Wendover, Utah
That airspace extending upward from 8,700 feet MSL bounded on the N by V-6, on the W by V-253, on the S by V-32 and on the E by a line extending from latitude 40°51'30" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°12'00" N., longitude 112°52'00" W.; thence N via longitude 112°52'00" W., to V-6.

AMENDMENTS 9/17/64 29 F.R. 10502 (Rewritten)

Wheeling, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM.

AMENDMENTS 2/6/64 28 F. R. 12339 (Added)

White Cloud, Mich.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Wichita, Kans.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Wichita Municipal Airport (latitude 37° 39' 10" N., longitude 97° 25' 46" W.),within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 8-mile radius area to 8 miles N of the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, within 5 miles E and 8 miles W of the Wichita Municipal Airport ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM, within an 8-mile radius of McConnell AFB, Wichita, Kans. (latitude 37° 37' 25" N., longitude 97° 16' 00" W.) within 2 miles each side of the McConnell AFB ILS localizer S course, extending from the 8-mile radius area to 8 miles S of the OM, and within a 6-mile radius of the Beech Factory Airport, Wichita Kans. (latitude 37° 41' 10" N., longitude 97° 13' 15" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to the Emporia VORTAC 134° radial, thence NW along the Emporia VORTAC 134° and 314° radials to , and W along the N boundary of V-10 to, and NE along, the W boundary of V-77 to, and SW along, the SE boundary of V-280 to, and E along, the N boundary of V-10 to longitude 97° 15' 00" W., thence SW to latitude 38° 00' 30" N., longitude 97° 28' 00" W., thence SW to the INT of the NW boundary of V-12 N alternate and longitude 97° 56' 25" W., thence SW along the NW boundary of V-12 N alternate to, and S along, the W boundary of V-125 to, and SE along, the SW boundary of V-74 to the Ponca City, Okla., VORTAC 217° radial, thence NE along the Ponca City VORTAC 217° and 047° radials to, and NE along, the NW boundary of V-516 to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at the INT of the N boundary of V-516 and longitude 96° 29' 00" W., thence extending NW to the INT of a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37° 10' 00" N., thence NE along a line 10 miles SE of and parallel to the Emporia, Kans., VORTAC 209° radial to, and SE along, the SW boundary of V-132 to, and SE along, a line 12 miles SW of and parallel to the Chanute, Kans., VOR 334° and 154° radials to, and S along, the W boundary of V-131 to, and SW along, the NW boundary of V-516 to the point of beginning, excluding the portions within the Ponca City, Okla., control zone, the Ponca City, Okla., transition area, the Emporia, Kans., control zone, and the Emporia, Kans., transition area.

AMENDMENTS 4/30/64 29 F. R. 2930 (Added) F.R Correction. 29 F.R. 3524

Williamsport, Pa.

That airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Williamsport VORTAC 127° and 307° radials, extending from 9 miles SE to 20 miles NW of the VORTAC; within 10 miles S and 7 miles N of the 271° and 091° bearings from the Hughesville, Pa., RBN, extending from 9 miles W to 20 miles E of the Hughesville RBN; within 10 miles N and 7 miles S of the Milton, Pa., VORTAC 094° and 274° radials, extending from 20 miles E to 9 miles W of the VORTAC, and within 12 miles S and 8 miles N of the Williamsport VORTAC 281° radial, extending from 9 miles W to 41 miles W of the VORTAC, excluding the airspace within Federal airways.

Williston, N. Dak.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Sloulin Field, Williston, N. Dak. (latitude 48°10'35" N., longitude 103°38'10" W.), and within 2 miles each side of the Williston VOR 316° radial, extending from the 9-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the Williston VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

Willoughby, Ohio

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lost Nation Airport, Willoughby (latitude 41°41'00" N., longitude 81°23'25" W.); within a 5-mile radius of the Cuyahoga County, Ohio, Airport (latitude 41°33'55" N., longitude 81°29'20" W.); within 2 miles each side of the 088° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 13 miles E of the RBN; within 2 miles each side of the 268° bearing from the Lost Nation RBN, extending from the Lost Nation 5-mile radius area to 8 miles W of the RBN; and within 2 miles each side of the 056° bearing from the Cuyahoga County RBN, extending from the Cuyahoga County 5-mile radius area to 13 miles NE of the Cuyahoga County Airport.

Willow Beach, Nev.

That airspace extending upward from 1,200 feet above the surface within 8 miles NE and 12 miles SW of the Las Vegas, Nev., VORTAC 121° radial, extending from 10 miles NW to 22 miles SE of the INT of the Las Vegas VORTAC 121° and the Mormon Mesa, Nev., VORTAC 200° radial.

Wilmington, Del.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greater Wilmington, Del., Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.) within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 7-mile radius area to 8 miles SW of the VORTAC.

AMENDMENTS 4/2/64 29 F. R. 2419 (Added)

Wink, Tex.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 31°33'40" N., longitude 102°59'10" W.; to latitude 31°26'20" N., longitude 103°01'00" W.; to latitude 31°26'30" N., longitude 103°29'30" W.; to latitude 32°02'00" N., longitude 103°29'30" W.; to latitude 32°06'45" N., longitude 103°07'50" W.; to latitude 32°04'50" N., longitude 102°58'00" W.; to latitude 31°34'20" N., longitude 103°03'45" W.; to point of beginning.

Winslow, Ariz.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.); within 2 miles each side of the Winslow VORTAC 314° radial, extending from the 9-mile radius area to 8 miles NW of the VORTAC, and within 2 miles each side of the 354° bearing from the Winslow RBN, extending from the 9-mile radius area to 8 miles N of the RBN, and that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 13 miles NE of the Winslow VORTAC 154° and 334° radials, extending from 15 miles NW to 25 miles SE of the VORTAC

Woodville, La.
That airspace extending upward from 1,200 feet above the surface within 12 miles NW and 8 miles SE of the McComb, Miss., VOR 251° radial, extending from 48 miles to 80 miles SW of the VOR.

Worthington, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.), and within 8 miles W and 5 miles E of the 358° bearing from Worthington Municipal Airport, extending from the airport to 13 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 178° bearing from Worthington Municipal Airport, extending from the airport to the S boundary of V-120.

AMENDMENTS 5/28/64 29 F.R. 3651 (Added)

Yakima, Wash.
That airspace extending upward from 700 feet above the surface within 2 miles NE and 3 miles SW of the Yakima VOR 129° and 309° radials, extending from 2 miles NW to 7 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash. VORTAC 191° radial, extending from 8 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° and the Yakima VOR 304° radials; within 5 miles E and 8 miles W of the Yakima VOR 198° radial, extending from the VOR to 29 miles S of the VOR; within 5 miles NE and 8 miles SW of the Yakima VOR 309° and 129° radials, extending from 5 miles NW to 12 miles SE of the VOR; and within 5 miles N and 8 miles S of the Yakima ILS localizer E course, extending from the LOM to 12 miles E of the LOM, excluding the portion within R-6714.

Yakutat, Alaska
That airspace extending upward from 1,200 feet above the surface within 20 miles N and 22 miles S of the Yakutat VORTAC 092° and 272° radials, extending from 19 miles E to 45 miles W of the VORTAC.

Yazoo City, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Barrier Field, Yazoo City, Miss. (latitude 32°52'30" N., longitude 90°24'25" W.); within 2 miles each side of the 100° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from the 5-mile radius area to 8 miles east of latitude 32°52'00" N., longitude 90°23'31" W.; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 280° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from latitude 32°52'00" N., longitude 90°23'31" W., to 18 miles west; and within 8 miles north and 5 miles south of the 100° bearing from latitude 32°52'00" N., longitude 90°23'31" W., extending from latitude 32°52'00" N., longitude 90°23'31" W., to 12 miles east, effective from 0530 to 2215 hours local time, daily.

AMENDMENTS 4/30/64 29 F.R. 3001 (Added) Amend. Alt. 29 F.R. 4671

Yerington, Nev.
That airspace extending upward from 1,200 feet above the surface within 12 miles SW and 8 miles NE of the Reno, Nev., VOR 135° radial, extending from 10 miles NW to 22 miles SE of the INT of the Reno VOR 135° and the Lovelock, Nev., VORTAC 197° radials.

Youngstown, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: latitude 41° 50' 55" N., longitude 81° 05' 30" W.; to latitude 41° 55' 00" N., longitude 80° 35' 00" W.; to latitude 41° 48' 00" N., longitude 80° 25' 00" W.; to latitude 41° 35' 00" N., longitude 79° 36' 00" W.; to the Fitzgerald, Pa., VOR; to the Clarion, Pa., VOR; to latitude 41° 01' 15" N., longitude 80° 08' 00" W.; to latitude 40° 57' 00" N., longitude 80° 30' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to the point of beginning.

Yuma, Ariz.

That airspace extending upward from 700 feet above the surface within an 8 mile radius of MCAS Yuma RBN; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Yuma VOR 351° and 180° radials, extending from 20 miles N to 26 miles S of the VOR, and within 5 miles N and 8 miles S of the Yuma VOR 087° radial, extending from the VOR to 14 miles E of the VOR, excluding the portions within R-2301 and R-2307, and the portion outside the United States.

Zanesville, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 7-mile radius area to 8 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 7-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39° 53' 15" N., longitude 81° 03' 15" W.; to latitude 39° 43' 00" N., longitude 81° 13' 00" W.; to latitude 39° 40' 00" N., longitude 81° 30' 00" W.; to latitude 39° 40' 00" N., longitude 82° 00' 00" W.; to latitude 39° 52' 25" N., longitude 82° 13' 00" W.; thence direct to the Tiverton, Ohio, VOR; to the Newcomerstown, Ohio, VOR; to the INT of the Imperial, Pa., VORTAC 249° radial and the arc of a 60-mile radius circle centered on the Imperial VORTAC; thence via this arc to the point of beginning.

AMENDMENTS 4/2/64 29 F. R. 2307 (ADDED)

Zuni, N. Mex.

That airspace extending upward from 8,500 feet MSL within 10 miles N and 7 miles S of the Zuni VORTAC 087° and 267° radials extending from 20 miles E to 9 miles W of the VORTAC.

SUBPART H - POSITIVE CONTROL AREAS

§ 71.193 Designation of Positive Control Areas

The parts of airspace described below are designated as positive control areas.

Albuquerque, N. Mex.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 29°48'30" N., longitude 102°00'00" W.; thence to latitude 30°25'00" N., longitude 102°00'00" W.; thence to latitude 31°23'00" N., longitude 99°28'00" W.; thence to latitude 31° 24'00" N., longitude 98°49'00" W.; thence to latitude 32°00'00" N., longitude 98°50'00" W.; thence to latitude 32°37'00" N., longitude 99°04'00" W.; thence to latitude 33°14'00" N., longitude 98°57'00" W.; thence to latitude 33°15'00" N., longitude 99°30'00" W.; thence to latitude 33°55'00" N., longitude 99°47'00" W.; thence to latitude 34°10'00" N., longitude 100°35'00" W.; thence to latitude 34°46'00" N., longitude 101°01" 00" W.; thence to latitude 35°57'00" N., longitude 100°03'00" W.; thence to latitude 36°25'00" N., longitude 100°18'00" W.; thence to latitude 36°46'00" N., longitude 102°28'00" W.; thence to latitude 37°44'00" N., longitude 102°20'00" W.; thence to latitude 36°43'00" N., longitude 106°05'00" W.; thence to latitude 35°26'00" N., longitude 110°00'00" W.; thence to latitude 31°20'00" N., longitude 110°00'00" W.; thence along the United States/Mexican Border to the point of beginning.

Boston, Mass.

That airspace within the continental control area from flight level 240 to and including flight level 600; beginning at latitude 43°38'00" N., longitude 76°47'30" W.; thence eastward along the U.S./Canadian boundary to latitude 45°01'00" N., longitude 71°29'00" W.; to latitude 45°00'00" N., longitude 70°00'00" W.; to latitude 44°01'00" N., longitude 69°01'00" W.; to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line three nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; to latitude 43°07'40" N., longitude 70°32'45" W.; to latitude 43°03'16" N., longitude 70°36'17" W.; to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line three nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; to latitude 42°05'45" N., longitude 70°17'50" W.; thence via a line three nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W.; to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line three nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; to latitude 41°04'50" N., longitude 71°47'25" W.; to latitude 41°01'20" N., longitude 71°50'45" W.; to latitude 41°07'00" N., longitude 71°58'00" W.; to latitude 41°20'00" N., longitude 72°24'00" W.; to latitude 41°47'00" N., longitude 73°28'00" W.; to latitude 42°05'00" N., longitude 73°26'30" W.; to latitude 42°21'00" N., longitude 75°37'00" W.; to latitude 42°12'00" N., longitude 77°21'00" W.; to latitude 42°45'00" N., longitude 76°50'00" W.; to the point of beginning.

AMENDMENTS 10/15/64 29 F.R. 12823 (Added);

Central and Southern U. S.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 43°35'30"N., longitude 97°23'30" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence to latitude 46°27'30" N., longitude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 45°50'00" N., longitude 89°45'00" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°09'00" N., longitude 85°18'00" W.; thence to latitude 44°04'00" N., longitude 85°00'00" W.; thence to latitude 43°52'00" N., longitude 84°10'00" W.; thence to latitude 43°52'00" N., longitude 82°11'20" W.; thence southward and eastward along the United States/ Canadian Border to latitude 43°38'00" N., longitude 76°47'30" W.; thence to latitude 42°45'00" N., longitude 76°50'00" W.; thence to latitude 40°55'30" N., longitude 78°27'00" W.; thence to latitude 40°51'00 N., longitude 78°02'30" W.; thence to latitude 40°20'00" N., longitude 77°35'00" W.; thence to latitude 40°12'00" N., longitude 77°35'00" W.; thence to latitude 39°54'00" N., longitude 77°31'30" W.; thence to latitude 39°51'00" N., longitude 77°56'00" W.; thence to latitude 39°49'00" N., longitude 78°03'30" W.; thence to latitude 39°34'00 N., longitude 78°58'00" W.; thence to latitude 39°17'30" N., longitude 79°51'00" W.; thence to latitude 38°33'00" N., longitude 80°55'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 37°21'45" N., longitude 80°31'30" W.; thence to latitude 36°29'30" N., longitude 79°26'30" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 35°01'45" N., longitude 80°02'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°29'00" N., longitude 79°15'00" W.; thence to latitude 34°29'00" N., longitude 78°45'00" W.; thence to latitude 34°00'00" N., longitude 78°07'00" W.; thence to latitude 33°58'30" N., longitude 77°50'00 W.; thence south via a line three nautical miles from the mainland to latitude 29°00'00" N., longitude 80°48'00" W.; thence to latitude 29°00'00" N., longitude 81°34'20" W.; thence to latitude 28°57'45" N., longitude 81°37'15" W.; thence to latitude 29°02'20" N., longitude 81°41'30" W.; thence clockwise along a 5 nautical mile radius arc centered at latitude 29°06'52" N., longitude 81°42'55" W.; to latitude 29°08'25" N., longitude 81°48'20" W.; thence to latitude 29°22'00"N., longitude 82°02'20" W.; thence to latitude 29°22'00" N., longitude 82°25'30" W.; thence to latitude 29°29'00" N., longitude 82°39'00" W.; thence to latitude 29°14'30" N., longitude 83°07'30" W.; thence north and west via a line three nautical miles from the mainland to latitude 26°42'30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26°30'00" N., longitude 99°06'10" W.; thence northwest along the United States/Mexico boundary to latitude 29°48'30" N., longitude 102°00'00" W.; thence to latitude 30°25'00" N., longitude 102°00'00" W.; thence to latitude 31°23'00" N., longitude 99°28'00" W.; thence to latitude 31°24'00" N., longitude 98°49'00" W.; thence to latitude 32°00'00" N., longitude 98°50'00" W.; thence to latitude 32°37'00" N., longitude 99°04'00" W.; thence to latitude 33°14'00" N., longitude 98°57'00" W.; thence to latitude 33°15'00" N., longitude 99°30'00" W.; thence to latitude 33°55'00" N., longitude 99°47'00" W.; thence to latitude 34°10'00" N., longitude 100°35'00" W.; thence to latitude 34°46'00" N., longitude 101°01'00" W.; thence to latitude 35°57'00" N., longitude 100°03'00" W.; thence to latitude 36°25'30" N., longitude 100°18'00" W.; thence to latitude 36°33'00" N., longitude 101°04'30" W.; thence to latitude 37°39'00" N., longitude 101°03'00" W.; thence to latitude 38°36'00" N., longitude 101°28'00 W.; thence to latitude 39°23'00" N., longitude 99°04'00" W.; thence to latitude 43°30'00" N., longitude 99°00'00" W.; thence to latitude 43°30'00" N., longitude 97°17'00" W.; thence to the point of beginning.

Denver, Colorado

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 36° 33' 00" N., longitude 101° 04' 30" W.; thence to latitude 36° 46' 00" N., longitude 102° 28' 00" W.; thence to latitude 37° 44' 00" N., longitude 102° 20' 00" W.; thence to latitude 38° 43' 00" N., longitude 106° 05' 00" W.; thence to latitude 38° 08' 00" N., longitude 106° 38' 00" W.; thence to latitude 37° 48' 00" N., longitude 110° 46' 00" W.; thence to latitude 38° 27' 00" N., longitude 110° 57' 00" W.; thence to latitude 38° 59' 00" N., longitude 111° 07' 00" W.; thence to latitude 39° 39' 00" N., longitude 110° 39' 00" W.; thence to latitude 40° 11' 00" N., longitude 110° 22' 00" W.; thence to latitude 40° 45' 00" N., longitude 109° 35' 00" W.; thence to latitude 41° 05' 00" N., longitude 108° 10' 00" W.; thence to latitude 42° 00' 00" N., longitude 108° 15' 00" W.; thence to latitude 42° 40' 00" N., longitude 107° 05' 00" W.; thence to latitude 43° 00' 00" N., longitude 107° 00' 00" W.; thence to latitude 43° 30' 00" N., longitude 108° 30' 00" W.; thence to latitude 43° 47' 10" N., longitude 108° 31' 00" W.; thence to latitude 43° 50' 00" N., longitude 107° 45' 00" W.; thence to latitude 45° 20' 00" N., longitude 107° 45' 00" W.; thence to latitude 45° 07' 00" N., longitude 104° 15' 00" W.; thence to latitude 44° 37' 00" N., longitude 101° 00' 00" W.; thence to latitude 44° 20' 00" N., longitude 101° 00' 00" W.; thence to latitude 43° 30' 00" N., longitude 100° 26' 00" W.; thence to latitude 43° 30' 00" N., longitude 99° 00' 00" W.; thence to latitude 39° 23' 00" N., longitude 99° 04' 00" W.; thence to latitude 38° 36' 00" N., longitude 101° 28' 00" W.; thence to latitude 37° 39' 00" N., longitude 101° 03' 00" W.; thence to the point of beginning.

AMENDMENTS 2/6/64 28 F. R. 14310 (Rewritten);

Eastern United States

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 42°12'00" N., longitude 77°21'00" W.; thence to latitude 42°21'00" N., longitude 75°37'00" W; thence to latitude 42°05'00" N., longitude 73°26'30" W.; thence to latitude 41° 47'00" N., longitude 73°28'00" W.; thence to latitude 41°20'00" N., longitude 72°24'00" W.; thence to latitude 41°07'00" N., longitude 71°58'00" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence south via a line three nautical miles from the mainland to latitude 33°58'30" N., longitude 77°50'00" W.; thence to latitude 34°00'00" N., longitude 78°07'00" W.; thence to latitude 34°29'00" N., longitude 78°45' 00" W.; thence to latitude 34°29'00" N., longitude 79°15'00" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 35°01'45" N., longitude 80°02'00" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 36°19' 00" N., longitude 79°16'00" W.; thence to latitude 36°29'30" N., longitude 79°26'30" W.; thence to latitude 37°21'45" N., longitude 80°31'30" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 38°33'00" N., longitude 80°55'00" W.; thence to latitude 39°17'30" N., longitude 79°51'00" W.; thence to latitude 39°34'00" N., longitude 78°58'00" W.; thence to latitude 39°49'00" N., longitude 78°03' 30" W.; thence to latitude 39°51'00" N., longitude 77°56'00" W.; thence to latitude 39°54'00" N., longitude 77°31'30" W.; thence to latitude 40°12'00" N., longitude 77°35'00" W.; thence to latitude 40°20'00" N., longitude 77°35'00" W.; thence to latitude 40°51'00" N., longitude 78°02'30" W.; thence to latitude 40°55' 30" N., longitude 78°27'00" W.; thence to the point of beginning.

Great Falls, Mont.

That airspace within the continental control area from flight level 240 to and including flight level 600 bounded by a line beginning at latitude 49°00'00" N., longitude 115°00'00" W.; to latitude 45°20'00" N., longitude 115°00'00" W.; to latitude 45°20'00" N., longitude 107°45'00" W.; to latitude 45°07'00" N., longitude 104°15'00" W.; to latitude 44°37'00" N., longitude 101°00'00" W.; to latitude 45°56'30" N., longitude 101°00'00" W.; to latitude 46°00'00" N., longitude 100°00'00" W.; to latitude 49°90'00" N., longitude 100°00'00" W.; to point of beginning.

AMENDMENTS 11/12/64 29 F.R. 13379 (Added)

Los Angeles, Calif.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 35°26'40" N., longitude 121°04'10" W.; thence to latitude 35°32' 00" N., longitude 120°51'00" W.; thence to latitude 35°22'00" N., longitude 120°30'00" W.; thence to latitude 35°27'00" N., longitude 120°20'00" W.; thence to latitude 35°49'00" N., longitude 120°04'00" W.; thence to latitude 35°43'00" N., longitude 119°33'00" W.; thence to latitude 36°00'00" N., longitude 119°30'00" W.; thence to latitude 36°00'00" N., longitude 118°35'00" W.; thence to latitude 37°12'00" N., longitude 118°35' 00" W.; thence to latitude 37°12'00" N., longitude 117°20'00" W.; thence to latitude 36°00'00" N., longitude 116°38'00" W.; thence to latitude 36°07'00" N., longitude 114°57'00" W.; thence to latitude 37°20'00" N., longitude 114°00'00" W.; thence to latitude 38°00'00" N., longitude 114°57'00" W.; thence to latitude 38°26' 00" N., longitude 115°34'30" W.; thence to latitude 38°59'00" N., longitude 111°07'00" W.; thence to latitude 38°27'00" N., longitude 110°57'00" W.; thence to latitude 37°48'00" N., longitude 110°46'00" W.; thence to latitude 37°15'00" N., longitude 112°00'00" W.; thence to latitude 35°26'00" N., longitude 112°00'00" W.; thence to latitude 35°23'00" N., longitude 112°40'00" W.; thence to latitude 34°58'00" N., longitude 113°30'00" W.; thence to latitude 34°11'00" N., longitude 113°30'00" W.; thence to latitude 34°02'00" N., longitude 114°00'00" W.; thence to latitude 32°15'00" N., longitude 114°00'00" W.; thence along the United States/Mexican border to latitude 32°31'00" N., longitude 117°11'00" W.; thence via a line three nautical miles from the mainland to the point of beginning.

Miami, Fla.

That airspace within the Continental Control Area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 29° 00' 00" N., longitude 80° 48' 00" W.; thence via a line which would delineate United States territorial waters around the Florida peninsula to latitude 29° 14' 30" N., longitude 83° 07' 30" W.; thence to latitude 29° 29' 00" N., longitude 82° 39' 00" W.; thence to latitude 29° 22' 00" N., longitude 82° 25' 30" W.; thence to latitude 29° 22' 00" N., longitude 82° 02' 20" W.; thence to latitude 29° 08' 25" N., longitude 81° 48' 28" W.; thence counterclockwise along a five nautical mile radius arc centered at latitude 29° 06' 52" N., longitude 81° 42' 55" W.; to latitude 29° 02' 20" N., longitude 81° 41' 30" W.; thence to latitude 28° 57' 45" N., longitude 81° 37' 15" W.; thence to latitude 29° 00' 00" N., longitude 81° 34' 20" W.; thence to the point of beginning, excluding that portion of the area south of latitude 25° 04' 00" N.

Phoenix, Ariz.

That airspace within the continental control area from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 32°15'00" N., longitude 114°00'00" W.; thence to latitude 34°02'00" N., longitude 114°09'00" W.; thence to latitude 34°11'00" N., longitude 113°30'00" W.; thence to latitude 34°58'00" N., longitude 113°30'00" W.; thence to latitude 35°23'00" N., longitude 112°40'00" W.; thence to latitude 35°26'00" N., longitude 112°00'00" W., thence to latitude 37°15'00" N., longitude 112°00'00" W., thence to latitude 37°48'00" N., longitude 110°46'00" W.; thence to latitude 38°08'00" N., longitude 106°38'00" W.; thence to latitude 36°43'00" N., longitude 106°05'00" W.; thence to latitude 35°26'00" N., longitude 110°00'00" W.; thence to latitude 31°20'00" N., longitude 110°00'00" W.; thence westward along the U. S.-Mexican border to the point of beginning.

Salt Lake City, Utah

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 40°45'00" N., longitude 119°35'00" W.; thence to latitude 41°50'00" N., longitude 119°52'00" W.; thence to latitude 42°12'00" N., longitude 119°10'00" W.; thence to latitude 43°13'00" N., longitude 119°45'00" W.; thence to latitude 44°00'00" N., longitude 119°20'00" W.; thence to latitude 45°05'00" N., longitude 118°15'00" W.; thence to latitude 45°30'00" N., longitude 117°30'00" W.; thence to latitude 45°30'00" N., longitude 115°45'00" W.; thence to latitude 45°30'00" N., longitude 115°00'00" W.; thence to latitude 45°20'00" N., longitude 115°00'00" W.; thence to latitude 45°20'00" N., longitude 107°45'00" W.; thence to latitude 43°50'00" N., longitude 107°45'00" W.; thence to latitude 43°47'10" N., longitude 106°31'00" W.; thence to latitude 43°30'00" N., longitude 106°30'00" W.; thence to latitude 43°00'00" N., longitude 107°00'00" W.; thence to latitude 42°40'00" N., longitude 107°05'00" W.; thence to latitude 42°00'00" N., longitude 106°15'00" W.; thence to latitude 41°05'00" N., longitude 106°10'00" W.; thence to latitude 40°45'00" N., longitude 109°35'00" W.; thence to latitude 40°11'00" N., longitude 110°22'00" W.; thence to latitude 39°39'00" N., longitude 110°39'00" W.; thence to latitude 38°59'00" N., longitude 111°07'00" W.; thence to latitude 38°26'00" N., longitude 115°34'00" W.; thence to latitude 38°00'00" N., longitude 114°57'00" W.; thence to latitude 37°20'00" N., longitude 114°00'00" W.; thence to latitude 36°07'00" N., longitude 114°57'00" W.; thence to latitude 36°00'00" N., longitude 116°38'00" W.; thence to latitude 37°12'00" N., longitude 117°20'00" W.; thence to latitude 37°12'00" N., longitude 118°35'00" W.; thence to latitude 38°14'00" N., longitude 118°35'00" W.; thence to latitude 39°35'00" N., longitude 119°15'00" W.; thence to the point of beginning.

Western U. S.

That airspace within the continental control area, from flight level 240 to and including flight level 600, bounded by a line beginning at latitude 48°30'00" N., longitude 124°45'00" W.; thence along the United States/Canadian Border to latitude 48°17'00" N., longitude 123°13'00" W.; thence to latitude 48°25'00" N., longitude 123°17'00" W.; thence to latitude 48°27'00" N., longitude 123°07'00" W.; thence to latitude 48°37'00" N., longitude 123°12'00" W.; thence to latitude 48°55'30" N., longitude 123°05'00" W.; thence to latitude 48°55'30" N., longitude 122°02'00" W.; thence to latitude 49°00'00" N., longitude 121°48'00" W.; thence along the United States/Canadian Border to latitude 49°00'00" N., longitude 115°00'00" W.; thence to latitude 45°30'00" N., longitude 115°00'00" W.; thence to latitude 45°30'00" N., longitude 115°45'00" W.; thence to latitude 45°30'00" N., longitude 117°30'00" W.; thence to latitude 45°05'00" N., longitude 118°15'00" W.; thence to latitude 44°00'00" N., longitude 119°20'00" W.; thence to latitude 43°13'00" N., longitude 119°45'00" W.; thence to latitude 42°12'00" N., longitude 119°10'00" W.; thence to latitude 41°50'00" N., longitude 119°52'00" W.; thence to latitude 40°45'00" N., longitude 119°35'00" W.; thence to latitude 39°35'00" N., longitude 119°15'00" W.; thence to latitude 38°14'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 118°35'00" W.; thence to latitude 36°00'00" N., longitude 119°30'00" W.; thence to latitude 35°43'00" N., longitude 119°33'00" W.; thence to latitude 35°49'00" N., longitude 120°04'00" W.; thence to latitude 35°27'00" N., longitude 120°20'00" W.; thence to latitude 35°22'00" N., longitude 120°30'00" W.; thence to latitude 35°32'00" N., longitude 120°51'00" W.; thence to latitude 35°26'40" N., longitude 121°04'10" W.; thence via a line three nautical miles from the mainland to the point of beginning.

SUBPART I - REPORTING POINTS

§ 71.201 **Designation.**
The locations described in this Subpart are designated as reporting points.

§ 71.203 **Domestic low altitude reporting points.**
The reporting points listed below are designated at all altitudes up to but not including 18,000 feet MSL.

Aberdeen, S. Dak
Abilene, Tex.
Akron, Colo.; V-8N, V-80, V-846, V-8, V-220, V-8S, V-132.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allegheny, Pa. 9/17/64 29 F.R 10502 (Changed);
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Asheville, N. C.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Barstow INT: INT Hector, Calif., 263°, Daggett, Calif., 229° radials; V-8N, V-12 W bound, V-210 SW bound.
AMENDMENTS 8/20/64 29 F.R. 8260 (Rewritten)
Baton Rouge, La.
Battle Mountain, Nev.
Baxley, Ga. INT: INT Dublin, Ga. 137°, Alma, Ga. 035° radials; V-5E, V-267. 6/15/64 29 F. R. 7921 (Changed)
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Ben Hill INT: INT Atlanta, Ga., 007° radial, Rex, Ga., 270° radial.
Berman INT: INT Allentown, Pa., 173°, Yardley, Pa., 284° radials. 4/2/64 29 F. R. 1844 (Add)
Bible Grove, Ill.
Big Spring, Tex.
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Bobby Jones INT: INT Atlanta, Ga., 034°, McDonough, Ga., 333° radials.
Boise, Idaho
Bolton INT: INT Myrtle Beach, S. C., 033°, Wilmington, N. C., 263° radials.
Bonneville, Utah
Boston, Mass.
Boulder, Nev.; V-21.
Bowling Green, Ky.
Bozeman, Mont.
Bradford, Ill.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.; V-22.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burlington, Iowa
Burlington, Vt.
Butler, Mo.

Capital, Ill.
Carleton, Mich.; V-10, V-188.
Carlsbad, N. Mex.
Carmel, N. Y. 5/28/64 29 F.R. 4671 (Added)
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Chanute, Kans.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 069°, Missoula, Mont., 354° radials.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Coalfax INT: INT Johnstown, Pa., 092°, St. Thomas, Pa., 358° radials. 11/12/64 29 F.R. 13137 (Added)
Cochise, Ariz.
Cofield, N. C.
Coldwater INT: INT Fort Wayne, Ind., 148°, Findley, Ohio, 249° radials; V-14.
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Crossville, Tenn.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancey, N.Y.
Delta, Utah
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Doby INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Dublin, Ga.; V-52, V-267.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Duluth, Minn., RBN
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Dyess, Texas

Eagle Lake, Tex.
Eau Claire, Wis.
Edgerton INT: INT Fort Wayne, Ind., 040°, Waterville, Ohio, 273° radials; V-92, V-126
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Eugene, Oreg., RR
Evansville, Ind.
Evergreen, Ala.
Falmouth, Ky.; V-57, V-44, V-478, V-502.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Fitzgerald, Pa.
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT of Grantsville, Md., 086°, Martinsburg, W. Va., 297° radials
Flippin, Ark.
Florence, S. C.
Fort Bridger, Wyo.
Fort Jones, Calif.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif.
Front Royal, Va.; V-4, V-853.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials; V-8, V-422, V-885.
Garrison INT: INT Drummond, Mont., 091°, Butte, Mont., 002° radials; V-257.
Gaviota, Calif., V-27.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind., V-8, V-92, V-126.
Graham, Tenn.
Grand Island, Nebr.
Grand Junction, Colo.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Fla.
AMENDMENTS 7/23/64 29 F. R. 6437 (Rewritten)
Greenwood, Miss.
Greenwood, S. C.
Gregg County, Tex.
Gulfport, Miss.
Guthrie, Tex.

Hallsville, Mo.
Hamilton INT: INT Birmingham, Ala., 298°, Columbus, Miss., 035° radials.
Hampton INT: INT Harrisburg, Pa., 196°, Lancaster, Pa., 255° radials; V-223 S bound, V-265 S bound.
Hanksville, Utah
Harcum, Va.
Harrisburg, Pa.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hazen, Nev.
Hector, Calif.: V-8, V-21, V-12N, V-442, V-12 E bound, V-210 E bound.
Helena, Mont.
Herndon, Va., V-4, V-853.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Hill City, Kans.
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Houlton, Maine; V-471 E bound.
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Hutchinson, Kans., V-10, V-132, V-280, V-125, V-10S, V-234, V-10N.
Imperial, Calif. 9/17/64 29 F.R. 8165 (Changed);
Indianapolis, Ind.
Jacks Creek, Tenn.
Jackson, Mich., V-100, V-116, V-221.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich., V-100, V-116, V-218, V-277, V-880.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Key West, Fla., RBN
Kinston, N. C.: V-1, V-1W, V-157
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Hughes, Calif.
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.: V-4, V-4N.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 272°, Lansing, Mich., 159° radials; V-170, V-880.
Lewis, Ind.; V-12, V-12S, V-171, V-802.
Lewistown, Mont.
Lexington, Ky.
Liberal, Kans.
Liberty, N. C.: V-454, V-194N.
Linden, Calif.
Linden, Va.
Litchfield, Mich.; V-10, V-90, V-30.

PENDING AMENDMENT

"Hamilton INT: INT Birmingham Ala., 298°, Columbus, Miss., 035° radials." is deleted and "Hamilton, Ala." is substituted therefor. Amendment 12/10/64 29 F. R. 14357 (Changed)

Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.
Long Beach, Calif.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.

Macon, Ga.: V-56.
Malad City, Idaho
Malden, Mo.
Mansfield, Ohio
Maples, Mo.
Marathon, Fla., RBN
Marianna, Fla.
Martinsburg, W. Va.: V-8, V-44, V-166, V-855, V-251 SW bound.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McComb, Miss.
Medford, Oreg.
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Miami, Fla., RBN
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine, RBN
Millinocket, Maine
Milton, Pa.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Moline, Ill.: V-36, V-434.
Monroe, La.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.: V-44, V-47, V-49.
Nantucket, Mass.
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Westchester, Pa., 250°, Lancaster, Pa., 178° radials; V-3 SW bound, V-875 SW bound.
North Bend, Oreg.
Northbrook, Ill.
North Platte, Neb.: V-6, V-6N, V-172.
Nottely INT: INT Chattanooga, Tenn., 088°, Knoxville, Tenn., 181° radials.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.; V-208.
Ogden, Utah
Oklahoma City, Okla.

Omaha, Nebr.
O'Neill, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Paducah, Ky.
Pahokee, Fla.; V-267, V-51
Palacios, Tex.
Palmdale, Calif.
Palm Springs, Calif.; V-16 Westbound. 10/15/64 29 F.R. 11334 (Changed)
Parker, Calif.
Parkersburg, W. Va.
Paso Robles, Calif.
Patuxent, Md.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pecos, Tex. 2/6/64 28 F. R. 11533 (Added);
Pellston, Mich.
Pembina, N. Dak.
Pendleton, Oreg.
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pioneer INT: INT Ft. Wayne, Ind., 040°, Waterville, Ohio, 288° radials.
Plainview, Tex.: V-278, V-62 and V-81 S bound.
Plattsburgh, N. Y.; V-196, V-104, V-431.
Pocatello, Idaho
Point Reyes, Calif.; V-25, V-27.
Pomona, Calif.; V-264 W bound, V-8N SW bound, V-210 SW bound. 8/20/64 29 F.R. 7766 (Changed)
Ponca City, Okla.
Porterdale INT: INT McDonough, Ga., 063°, Norcross, Ga., 150° radials.
Porterville, Calif.
Portland, Oreg.
Portland, Oreg., RR
Poughkeepsie, N. Y.
Power Point INT: INT Briggs, Ohio, 084°, Akron, Ohio, 130° radials.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.: V-485.
Princeton, Maine
Providence, R. I.
Provo, Utah
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa.
Raymond, Nebr.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Rex, Ga.
Rhinelander, Wis.
Richwoods, Mo.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.; V-100, V-218, V-171, V-810, V-855.
Rocksprings, Tex.
Rock Springs, Wyo.
Rocky Mount, N. C.; V-157 N bound, V-213 N bound.
Rosewood, Ohio
Roswell, N. Mex.
Royston, Ga.

Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.; V-222 NW bound, V-16, V-16N, V-94
Salt Lake City, Utah; V-32, V-484, V-810.
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.
Santa Fe, N. Mex.
Saufley, Fla.
Sault Ste. Marie, Mich. 4/2/64 29 F. R. 2336 (Added)
Sault Ste. Marie, Mich., RBN
Savannah, Ga.
Saybrook INT: INT Carmel, N. Y. 093°, Riverhead, N. Y., 046° radials. 5/28/64 29 F.R. 4671 (Changed)
Sayre, Okla.
Scipio INT: INT Syracuse, N. Y., 211°, Georgetown, N. Y., 272° radials.
Scotland, Ind.
Scottsbluff, Nebr.
Sea Isle, N. J.
Seattle, Wash.
Seattle, Wash., RR
Selinsgrove, Pa.
Shelbyville, Ind.; V-12, V-12S, V-97, V-97W, V-51, V-124, V-819.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Snow Hill, Md.
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Mo.
Stacy INT: INT Blackford, Va., 009°, Bluefield, W. Va., 267° radials; V-35, V-881.
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Sterling INT: INT Providence, R. I., 270°, Norwich, Conn., 043° radials; V-16, V-863.
Stevens Point, Wis.; V-55.
Stockton, Calif.
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.
Thornhurst, Pa.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio; V-443, V-881, V-133, V-210
Tobe, Colo.
Topeka, Kans.; V-4N, V-4S, V-131, V-77, V-280.
Traverse City, Mich.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucson, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuskegee, Ala.; V-134, V-159.
Twenty-Nine Palms, Calif.
Tyrone, Pa.; V-276.
Ukiah, Calif.
Vance, S. C.
Vandalia, Ill.
Ventura, Calif.
Vero Beach, Fla.
Vichy, Mo.
Vienna, Ga.

Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa
Wausau, Wis.
West Chester, Pa.
West Palm Beach, Fla.
West Point, Ind.: V-53, V-128.
White Cloud, Mich., V-26.
Whitehall, Mont.
White Lake, La.
3/5/64 28 F.R. 14420 (Added); Date Changed (4/30/64) 29 F.R. 557
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N.C.
Wink, Tex.
Winslow, Ariz.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Yakima, Wash.: V-4.
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

PENDING AMENDMENT

Waycross, Ga. 10/15/64 29 F.R. 11112 (Added); Eff. date changed 11/12/64 29 F.R. 12362; Eff. date changed 2/4/65 29 F. R. 14918;

§ 71.207 Domestic High Altitude Reporting Points.

The reporting points listed below are designated at all altitudes from 18,000 feet MSL to Flight Level 450, inclusive.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Allegheny, Pa. 9/17/64 29 F.R. 10502 (Changed)
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Baltimore, Md.
Bangor, Maine
Battle Mountain, Nev. 10/15/64 29 F.R. 12261 (Added)
Billings, Mont.
Birmingham, Ala.
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder, Nev.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev. 10/15/64 29 F.R. 11915 (Added)

Columbia, S. C.
Coyle, N. J.
Crazy Woman, Wyo.
Crestview, Fla.
Dallas, Tex.
Dayton, Ohio
Denver, Colo.: J-30, J-60, J-80, J-20, J-10, J-56.
Des Moines, Iowa
Dickinson, N. Dak.
Dubois, Idaho 10/15/64 29 F.R. 12111 (Added)
Duluth, Minn.
Dupree, S. Dak.
El Paso, Tex.
Erie, Pa.
Evansville, Ind.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fort Stockton, Tex.
Flat Rock, Va.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.
Garden City, Kans.
Gila Bend, Ariz.
Gordonsville, Va.: J-75, J-37, J-22, J-77.
Grand Junction, Colo.
Great Falls, Mont.
Green Bay, Wis.
Greenwood, Miss.: J-52.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Joliet, Ill.: J-26, J-60, J-64, J-30, J-35, J-87.
Kansas City, Mo.
Kennedy, N. Y. 4/2/64 29 F.R. 1561 (Added);
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lexington, Ky.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Messena, N. Y.
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Miami, Fla.
Milford, Utah
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Mobile, Ala.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.

PENDING AMENDMENT
Joliet, Ill.; J-26, J-60, J-64, J-30, J-35, J-87 is deleted and Joliet, Ill.; J-18, J-26, J-30, J-35, J-60 J-82, J-87, J-101 is substituted therefor. 12/10/64 29 F.R. 14168 (Rewritten)

Millinocket, Maine. 1/7/65 29 F. R. 14982 (Added)

Norfolk, Va.	
Northbrook, Ill.; J-35, J-101, J-94, J-84, J-90.	
Oakland, Calif.	
Oklahoma, City, Okla.	
Omaha, Nebr.	
O'Neill, Nebr.	
Orlando, Fla.	
Palmdale, Calif.	
Parker, Calif.	
Pawnee City, Nebr.	
Peach Springs, Ariz.	
Pembina, N. Dak.	
Pendleton, Oreg.; J-16, J-20.	
Philipsburg, Pa.	
Phoenix, Ariz.	
Plattsburgh, N. Y.	
Ponca City, Okla.	
Presque Isle, Maine	
Pueblo, Colo.	
Pulaski, Va.	
Raleigh-Durham, N. C.	
Rapid City, S. Dak.	
Red Bluff, Calif.	
Reno, Nev.	
Richmond, Va.	9/17/64 29 F.R. 11527 (Added)
Rock Springs, Wyo.	
Rome, Oreg.	
Roswell, N. Mex.	
Sacramento, Calif.	
St. Louis, Mo.	
St. Petersburg, Fla.	
Salina, Kans.	
Salt Lake City, Utah	
San Angelo, Tex.	
San Antonio, Tex.	
San Diego, Calif.	
San Simon, Ariz.	
Sault Ste. Marie, Mich.	4/2/64 29 F. R. 2336 (Added)
Savannah, Ga.	
Scottsbluff, Nebr.	
Seattle, Wash.	
Shreveport, La.	
Sioux Falls, S. Dak.	
Spartanburg, S. C.	
Spokane, Wash.	
Springfield, Mo.	
Stockton, Calif.	
Syracuse, N. Y.	
Tallahassee, Fla.	
Texarkana, Ark.	
Thornhurst, Pa.	
Tuba City, Ariz.	
Tucson, Ariz.	
Tulsa, Okla.	
Vero Beach, Fla.	
Waco, Tex.	
Wells, Nev.	10/15/64 29 F.R. 12261 (Added);
West Palm Beach, Fla.	
Whitehall, Mont.	
Wichita, Kans.	
Wilmington, N. C.	
Wink, Tex.	
Wolbach, Nebr.	
Yuma, Ariz.	

PENDING AMENDMENT

Northbrook, Ill.; J-35, J-101, J-94, J-84, J-90 is deleted and Northbrook, Ill.; J-35, J-84, J-87, J-89, J-90, J-94, J-99, J-101 is substituted therefor. 12/10/64 29 F. R. 14168 (Rewritten)

§ 71.209 Other domestic reporting points.
The reporting points listed below are designated at all altitudes.

Alaska INT: INT Ponce, P. R., 181°, St. Croix, P. R., 243° radials.

Albacore INT: INT 188° bearing Galveston, Tex., RBN, 102° bearing Corpus Christi, Tex., RBN, at latitude 27°22' N., longitude 95°14' W.
AMENDMENTS 4/2/64 29 F.R. 133 (Rewritten); 4/30/64 29 F.R. 2488 (Changed);

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 109° bearing Charleston, S. C., RBN.

Balboa INT: INT 210° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Barracuda INT: INT 055° bearing Melbourne, Fla., RBN, 008° bearing Bimini, Bahamas, RBN.

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area, at latitude 34°26' N., longitude 73°51' W.
4/30/64 29 F. R. 2488 (Rewritten)

Bimini, Bahamas, RBN

Blue Fin INT: INT San Juan, P. R. 314°, Ramey AFB, P. R. 028° radials.

Bonita INT: INT 208° bearing New Orleans, La., RBN and 109° bearing Galveston, Texas, RBN, at latitude 28°15" N., longitude 91°27" W.
AMENDMENTS 9/17/64 29 F.R. 11115 (Added)

Brim INT: INT 227° Grand Isle, La., RBN, 107° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 91°13' W.
1/9/64 28 F. R. 12612 (Rewritten); Alteration of Amend. 29 F. R. 133; Eff. Date Changed (3/5/64)
29 F. R. 133 Eff. date changed (4-2-64) 29 F. R. 2594
4/30/64 29 F. R. 2488 (Rewritten)

Brownson INT: INT Ramey AFB, P. R. 013°, San Juan, P. R. 296° radials.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, RBN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 220° Grand Isle, La., RBN, 106° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°58' W.
1/9/64 28 F. R. 12612 (Rewritten); Alteration of Amend. 29 F. R. 133; Eff. Date Changed (3/5/64)
29 F. R. 133 Eff. Date Changed (4-2-64) F.R. 29 2594
4/30/64 29 F.R. 2488 (Changed);

Cod INT: INT Great Circle course Nantucket, Mass., Consolan station (monitor site) to Azores Santa Maria RBN, W boundary New York Oceanic Control area at Lat. 41°29'00" N., Long. 68°00'00" W.

Crab INT: INT St. Petersburg, Fla., 275°, Tallahassee, Fla., 192° radials.

Crab INT: INT 187° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., RBN, at latitude 28°15' N., longitude 90°02' W.
4/30/64 29 F.R. 2488 (Changed);

Dragon INT. INT 147° bearing Lake Charles, La., RBN 273° bearing Grand Isle, La., RBN.

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., RBN, at latitude 28°15' N., longitude 93°56' W.
4/30/64 29 F. R. 2488 (Changed)

Eel INT: INT of the 098° bearing from the Boston, Mass., RBN, W boundary New York Oceanic control area, at latitude 42°02' N., longitude 68°00' W.
4/30/64 29 F. R. 2488 (Changed)

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., RBN, at latitude 28°15' N., longitude 89°34' W.
4/30/64 29 F. R. 2488 (Changed)

Florida INT: INT 149° bearing San Juan, P. R., RBN, St. Croix, P. R., 220° radial.

Gateway INT. INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 234° radial, E boundary Seattle Oceanic Control Area at Lat. 45°32' 20" N., Long. 126°44'00" W.

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Seattle Oceanic Control Area at Lat. 43° 19'20" N., Long. 126°40'45" W.

Gateway Pine INT: INT North Bend, Oreg., 239° radial, E boundary Seattle Oceanic Control area at Lat. 42° 13'30" N., Long. 126°47'15" W.

Gulf Stream INT: INT 077° bearing Marathon, Fla., RBN, 153° bearing Miami, Fla., RBN.

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at Lat. 39°50'00" N., Long. 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing West Palm Beach, Fla., RBN.

Hawaii INT: INT Ramey AFB, P. R., 195°, Ponce, P. R., 235° radials.

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

North Nantucket INT: INT of the 098° bearing from the Boston, Mass., RBN, centerline of the Control 1143 control area.

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 251°, Ventura, Calif., 200° radials.

Sea Lion INT: INT 205° bearing Key West, Fla., RBN with latitude 24°00'00" N.

Shad INT: INT SE course Millville, N. J., RR, W boundary New York Oceanic Control area, at latitude 37°43' N., longitude 73°00" W.
4/30/64 29 F.R. 2488 (Changed);

Smelt INT: INT 109° bearing Charleston, S. C., RBN, W boundary New York Oceanic Control area, at latitude 31°58' N., longitude 77°00" W.
4/30/64 29 F.R. 2488 (Changed);

South Bangor INT: INT SE course Bangor, Maine, RR, centerline Nantucket, Mass., - Yarmouth, Nova Scotia, domestic control area.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with Lat. 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area, at latitude 30°23' N, longitude 77°00" W.
4/30/64 29 F.R. 2488 (Changed).

Tuna INT: INT 137° bearing Newark, N J., RBN, W boundary New York Oceanic Control Area, at latitude 38°55' N., longitude 72°07' W.
AMENDMENTS 2/6/64 28 F R. 14310 (Changed); 4/30/64 29 F.R. 2488 (Changed);

Utah INT: INT San Juan, P.R., 314°, Ramey, P.R., 354° radials, at latitude 19°35' N., longitude 67°15' W, is added.
4/30/64 29 F.R. 3131 (Added)

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN, at latitude 28°14' N., longitude 88°51' W.
4/30/64 29 F.R. 2488 (Changed):

§ 71.211 Alaskan low altitude reporting points.
The reporting points listed below are designated at all altitudes up to and including 18,000 feet MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Aniak, Alaska, RR
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RBN.
4/2/64 29 F. R. 2593 (Rewritten)
Bettles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cape Spencer INT: INT NW course Sitka, Alaska, RR, SW course Gustavus, Alaska, RR.
Cold Bay, Alaska, RR
Copper INT: INT Homer, Alaska, 269°, King Salmon, Alaska, 051° radials.
Coghlan Island, Alaska, RBN.
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Dillingham, Alaska. 9/17/64 29 F.R. 11113 (Added);
Domestic Annette INT: INT SW course Annette Island, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 54°14' N., Long. 133°40' W.
4/30/64 29 F.R. 2488 (Rewritten); 9/17/64 29 F.R. 9820 (Changed);
Domestic Gustavus INT: INT SW course Gustavus, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 56°57' N., Long. 139°26' W.
4/30/64 29 F.R. 2488 (Rewritten); 9/17/64 29 F.R. 9820 (Changed);
Domestic Sitka INT: INT SW course Sitka, Alaska, RR, centerline Middleton Island - Sandspit route. at Lat. 55°42' N., Long. 136°36' W.
4/30/64 29 F. R. 2488 (Rewritten); 9/17/64 29 F.R. 9820 (Changed);
Domestic Yakutat INT: INT SW course Yakutat, Alaska, RR, centerline Middleton Island - Sandspit route, at Lat. 57°52' N., Long. 141°46' W.
4/30/64 29 F. R. 2488 (Rewritten); 9/17/64 29 F.R. 9820 (Changed);
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Five Finger, Alaska, RBN
FLUKE INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
4/2/64 29 F.R. 2593 (Rewritten)
Fort Yukon, Alaska

PENDING AMENDMENT

In 71.211 add "Big Delta, Alaska." 12/10/64 29 F. R. 14357 (Added)
In 71.211 "Cape Spencer INT: INT NW course Sitka, Alaska, RR, SW course Gustavas, Alaska, RR." is deleted
1/7/65 29 F. R. 14982 (Deleted).

Fort Yukon, Alaska, RBN
Galena, Alaska
Galena, Alaska RR
Galtan INT: INT E course Galena, Alaska, RR, SW course Tenana, Alaska, RR
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 192° radial, NW course Summit, Alaska, RR.
3/5/64 29 F. R. 253 (Rewritten);
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area, at Lat. 58°43' N., Long. 148°14' W.
4/30/64 29 F. R. 2488 (Rewritten)
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RR
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
Kakaklek INT: INT NE course King Salmon, Alaska, RR, SW course Iliamna, Alaska, RR.
Marble INT: INT 107° bearing Kodiak, Alaska, RR, NW boundary Anchorage Oceanic Control Area, at Lat. 57°29' N., Long. 150°30' W.
4/30/64 29 F. R. 2488 (Rewritten)
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska
Moses Point, Alaska, RR
Nenabank INT: INT W course Fairbanks, Alaska, RR, NW course Nenana, Alaska, RR; B-7.
Nenana, Alaska
Nenana, Alaska, RR
Nome, Alaska 7/23/64 29 F. R. 7018 (Added)
Nome, Alaska, RR
Northway, Alaska, RR
Petersburg, Alaska, RR; B-79 SE bound.
Port Alexander INT: INT SE course Sitka, Alaska, RR, SW course Petersburg, Alaska, RR.
Puntilla INT: INT Anchorage, Alaska, 309°, McGrath, Alaska, 122° radials (Puntilla Lake, Alaska, RBN.)
4/2/64 29 F. R. 1844 (Added)
Puntilla Lake, Alaska, RBN
Rocky Point INT: INT SE course King Salmon, Alaska, RR, W course Kodiak, Alaska, RR.
Shemya, Alaska, RBN
Shuyak, Alaska, RBN
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials; V-438.
Skwentna, Alaska, RR
Summit, Alaska, RR
Talkeetna, Alaska 3/5/64 29 F. R. 253 (Added);
Talkeetna, Alaska, RBN
Tanana, Alaska 4/2/64 29 F.R. 606 (Added)
Tanana, Alaska RR
Unalakleet, Alaska. 5/28/64 29 F. R. 3225 (Added)
Unalakleet, Alaska, RR
Yakutat, Alaska
Yakutat, Alaska, RR

PENDING AMENDMENT

Yakobi INT: INT NW course Sitka, Alaska, RR, SW course Gustavas, Alaska, RR. 1/7/65 29 F.R. 14982 (Added)

§ 71.213 Alaskan high altitude reporting points.
The reporting points listed below are designated at all altitudes above 15,200 feet MSL.

Adak, Alaska, RR
Anchorage, Alaska
Anchorage, Alaska, RR
Anchor Point INT: INT W course Homer, Alaska, RR, SW course Kenai, Alaska, RR.
Annette Island, Alaska, RR
Bethel, Alaska
Bethel, Alaska, RBN. 4/2/64 29 F.R. 2593 (Rewritten)
Beetles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska, RR
Biorka Island, Alaska
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Domestic Sitka INT: INT Biorka Island, Alaska, 207° radial and centerline Middleton Island - Sandspit route, at Lat. 55°42' N., Long. 136°36' W.
4/30/64 29 F. R. 2488 (Rewritten) ; 9/17/64 29 F.R. 9820 (Changed);
Domestic Yakutat INT: INT Yakutat, Alaska, 215° radial and centerline Middleton Island - Sandspit route, at Lat. 57°52' N., Long. 141°46' W.
4/30/64 29 F. R. 2488 (Rewritten); 9/17/64 29 F.R. 9820 (Changed);
Fairbanks, Alaska, ILS MM
Fairbanks, Alaska, RR; G-7, A-2, B-26.
Fielding INT: INT Anchorage, Alaska, 008° radial, Talkeetna, Alaska RBN 057° bearing.
Fluke INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
4/2/64 29 F. R. 2593 (Rewritten)
Fort Yukon, Alaska
Fort Yukon, Alaska, RBN
Galena, Alaska
Galena, Alaska, RR
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Glacier INT: INT Nenana, Alaska, 189° radial, NW course Summit, Alaska, RR.
Gulkana, Alaska, RR
Haines, Alaska, RBN
Harriet INT: INT Homer, Alaska, 330°, Anchorage, Alaska, 237° radials.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kodiak, Alaska, RR
Kotzebue, Alaska, RBN
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR
Moses Point, Alaska
Nenana, Alaska
Nome, Alaska 7/23/64 29 F. R. 7018 (Added)
Nome, Alaska, RR
Northway, Alaska, RR
Shemya, Alaska, RBN
Sisters Island, Alaska
Sitka, Alaska, RR; R-1, A-1.
Summit, Alaska, RR
Talkeetna, Alaska, RBN; B-32 SW bound, B-26 S bound.
Talkeetna, Alaska
3/5/64 29 F. R. 253 . (Added);
Tanana, Alaska
4/2/64 29 F. R. 606 (Added)
Unalakleet, Alaska. 5/28/64 29 F. R. 3225 (Added)
Unalakleet, Alaska, RR
Yakutat, Alaska
Yakutat, Alaska, RR
Glacier INT: INT Nenana, Alaska, 192° radial, NW course Summit, Alaska, RR.
3/5/64 29 F. R. 253 (Rewritten);
Fielding INT is deleted. 3/5/64 29 F. R. 253 (Deleted);

§ 71.215 Hawaiian reporting points.
The reporting points listed below are designated at all altitudes.

Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials. 5/30/63 28 F.R. 3691 (Changed)
Dogwood INT: INT South Kauai, Hawaii, 271° radial, with Long. 161°20'00" W, at latitude 21°56'00" N.
4/30/64 29 F.R. 2488 (Rewritten)
Hilo, Hawaii
Honolulu, Hawaii
Lanai, Hawaii
Lihue, Hawaii
Maui, Hawaii
Molokai, Hawaii
Palmtree INT: INT Molokai, Hawaii, 268°, Lanai, Hawaii, 304° radials; V-2 NW bound.
Paradise INT: INT Hilo, Hawaii, 334°, Upolu Point, Hawaii 093° radials.
Shark INT: INT of Koko Head, Hawaii, 050° Upolu Point, Hawaii, 355° radials, at latitude 22°31' N., longitude 156°05' W.
4/30/64 29 F.R. 2488 (Rewritten)
Skipjack INT: INT Hilo, Hawaii, 051°, Upolu Point, Hawaii, 081° radials, at latitude 20°28' N., longitude 154°03' W.
4/30/64 29 F.R. 2488 (Rewritten)
Southgate INT: INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 268° radials.
South Honolulu INT: INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials, at latitude 19°43' N., longitude 158° 00' W.
4/30/64 29 F.R. 2488 (Rewritten)
South Kauai, Hawaii
South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials, at latitude 20°46' N., longitude 159°29' W.
4/30/64 29 F.R. 2488 (Rewritten)
Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials, at latitude 22°06' N., longitude 155°46' W.
4/30/64 29 F. R. 2488 (Rewritten)
Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials, at latitude 21°18' N., longitude 159°32' W.
4/30/64 29 F. R. 2488 (Rewritten)
Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials, at latitude 21°47' N., longitude 155°32' W.
4/30/64 29 F.R. 2488 (Rewritten)
Upolu, Hawaii
Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W, at latitude 22°24'00" N.
4/30/64 29 F. R. 2488 (Rewritten)